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City and County of San Francisco
Department of City Planning

DRAFT
ENVIRONMENTAL IMPACT REPORT

SUPER 8 HOTEL
85.111E
CLARION HOTEL
85.114E

Publication Date: June 5, 1987
Public Hearing Date: July 16, 1987
Public Comment Period: June 5, 1987 through July 20, 1987

Written comments should be sent to the Environmental Review Officer, 450 McAllister Street, Sixth Floor, San Francisco, CA 94102.

DEPARTMENT OF CITY PLANNING 450 McALLISTER STREET · SAN FRANCISCO CALIFORNIA 94102

TO: Distribution List for the Super 8 Hotel and Clarion Hotel EIR

FROM: Barbara W. Sahm, Environmental Review Officer

SUBJECT: Request for the Final Environmental Impact Report for the Super 8 Hotel and the Clarion Hotel

This is the draft of the Environmental Impact Report (EIR) for the Super 8 Hotel and the Clarion Hotel. A public hearing will be held on the adequacy and accuracy of this document on July 16, 1987. After the public hearing, our office will prepare and publish a document titled "Summary of Comments and Responses," which will contain a summary of all relevant comments on this Draft EIR and our responses to those comments. It may also specify changes to this Draft EIR. Those who testify at the hearing on the draft will automatically receive a copy of the Comments and Responses document along with notice of the date reserved for certification (usually about 9 weeks after the hearing on the draft); others may receive such copies and notice on request or by visiting our office. This Draft EIR, together with the Summary of Comments and Responses document, will be considered by the City Planning Commission in an advertised public meeting and certified as a Final EIR if deemed adequate.

After certification, we will modify the Draft EIR as specified by the Comments and Responses document and print both documents in a single publication called the Final Environmental Impact Report. The Final EIR will add no new information to the combination of the two documents except to reproduce the certification resolution. It will simply provide the information in one rather than two documents. Therefore, if you receive a copy of the Comments and Responses document in addition to this copy of the Draft EIR, you will technically have a copy of the Final EIR.

We are aware that many people who receive the Draft EIR and Summary of Comments and Responses have no interest in receiving virtually the same information after the EIR has been certified. To avoid expending money and paper needlessly, we would like to send copies of the Final EIR to individuals only if they request them.

If you want a copy of the Final EIR, please so indicate in the space provided on the next page and mail the request to the Office of Environmental Review within two weeks after certification of the Final EIR. Any private party not requesting a Final EIR by that time will not be mailed a copy. Public agencies on the distribution list will automatically receive a copy of the Final EIR. Copies will also be available at the Department of City Planning, 450 McAllister Street, San Francisco, California 94102.

Thank you for your interest in this project.

3 1223 06436 4178

REQUEST FOR FINAL ENVIRONMENTAL IMPACT REPORT

To: Department of City Planning, Office of Environmental Review

Re: Super 8 Hotel and Clarion Hotel Final EIR (85.111E/85.114E)

(____) Please send me a copy of the Super 8 Hotel and Clarion Hotel Final EIR.

Signed: _____

Print Your Name and Address Below:

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450 McAllister Street
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ATTN: **Catherine Bauman**

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I. SUMMARY

INTRODUCTION

The following Draft Environmental Impact Report discusses the potential impacts of two proposed projects in the Fisherman's Wharf area of San Francisco. The two projects are proposed for the same use (hotel) in similar locations (one block apart) and were proposed at the same time (April 1985). Because of the similarity of uses in the proposed projects and public concern regarding the cumulative impacts of future development in the Fisherman's Wharf area and adjacent residential areas such as Russian and Telegraph Hills, the City determined that a single environmental review process for both projects would be most appropriate. As such, the following Draft Environmental Impact Report analyzes the possible environmental impacts of both the proposed Super 8 Hotel and the proposed Clarion Hotel.

A. PROJECT DESCRIPTION

1. SUPER 8 HOTEL (pages 12 to 22)

Super 8 Lodges V Limited proposes to construct a four-story hotel at the southwest corner of Mason and North Point Streets in the Fisherman's Wharf area. The proposed project site is located on Lot 1 of Assessor's Block 30. The 25,781.25 square foot site contains a two-story vacant warehouse.

The proposed project would contain a total of 108,823 gsf of space in hotel uses, including 194 rooms (78,877 gsf), a 96-seat restaurant (2,025 gsf) and 40 self-park parking spaces or 68 attendant parking spaces (22,781 gsf). The building would have one off-street loading dock, would be 40 feet high and would have an FAR of 3.02:1.

The project would require Conditional Use authorization for construction of a hotel use within the Northern Waterfront Special Use District No. 2 and for provision of parking spaces in excess of the required amount.

2. CLARION HOTEL (pages 22 to 31)

Associated Inns and Restaurants Company of America (AIRCOA) proposes to construct a five-story hotel along Taylor Street between Bay and North Point Streets in the Fisherman's Wharf area. The proposed project site is located on Lots 1, 2, 5a, and 6 of Assessor's Block 29. The 65,037.50 square foot project site contains a service station, parking lot, and three vacant retail facilities.

The proposed project would contain a total of 284,759 gsf of space in hotel use, including 374 rooms (224,228 gsf), restaurant space (9,450 gsf), two retail units (3,991 gsf), meeting rooms (7,312 gsf) and 132 below-grade attendant-style parking spaces (119 self-park spaces) (36,950 gsf). The building would have three off-street loading docks, would be 40 feet high and would have an FAR of 3.40:1.

The project would require Conditional Use authorization for construction of a hotel use within the Northern Waterfront Special Use District No. 2. and for provision of parking spaces in excess of the required amount.

B. ENVIRONMENTAL IMPACTS

1. LAND USE AND ZONING (pages 70 to 77)

Both proposed projects would result in an intensification of uses on their respective sites. In particular, the projects would contribute to the increased concentration of hotel uses in the area. Together the hotels would add 393,582 gsf and 568 hotel rooms to the area. This would represent a 27.7% increase in hotel rooms in the Fisherman's Wharf area.

Super 8 Hotel

The proposed project would result in an intensification of uses on the project site, with a net increase of 108,823 gsf of hotel uses and 40 self-park parking spaces or 68 attendant

parking spaces. The project site is within a C-2 (Community Business) District, and within the Northern Waterfront Special Use District No. 2. The project's FAR of 3.02:1 is within the allowable FAR of 5.0:1 on the project site. The project would reach the maximum 40-foot height permitted in the 40-X Height and Bulk District. There are no bulk requirements for the site.

Clarion Hotel

The proposed project would result in an intensification of uses on the project site, with a net increase of 284,759 gsf of hotel uses and 132 attendant parking spaces (119 self-park spaces). The project site is within a C-2 (Community Business) District, and within the Northern Waterfront Special Use District No. 2. The project's FAR of 3.40:1 is within the allowable FAR of 5.0:1 on the project site. The project would reach the maximum 40-foot height permitted in the 40-X Height and Bulk District. There are no bulk requirements for the site.

2. URBAN DESIGN (pages 78 to 88)

Super 8 Hotel

The proposed project would have the same length and width dimensions as the building currently on the site, but would be about ten feet taller. It would be the same height as the adjacent Cost Plus building and as the prevailing scale of development in the area.

Clarion Hotel

The proposed project would be larger than the existing buildings on the site. The 40-foot building would replace three 1-story buildings, one 3-story buildings, and a parking lot. The proposed building would be approximately the same size as the adjacent Ramada Inn and as the prevailing scale of development in the area.

3. HISTORIC AND CULTURAL RESOURCES (pages 89 to 91)

The proposed Clarion Hotel would result in the demolition of the Musto Building at 535 North Point, rated "1" in the 1976 DCP Inventory and mentioned in Here Today. It is likely that there are archaeological remains of the City Building Era (1850s - 1880s) on

both of the project sites. These cultural deposits could be discovered during excavation. The project sponsors have included mitigation measures in the projects to ensure the preservation of these deposits.

4. TRANSPORTATION (pages 92 to 130)

The proposed Super 8 Hotel would generate about 2,037 net new weekday daily person trips and about 2,638 net new weekend daily person trips. Weekday p.m. peak-hour (4:30 - 5:30) person trips would increase by about 170 and weekend p.m. peak-hour person trips would increase by about 185. The Clarion Hotel would generate about 3,927 net new weekday daily person trips and about 5,086 net new weekend daily person trips. For the Clarion Hotel, weekday p.m. peak-hour person trips would increase by about 330 and weekend p.m. peak-hour person trips would increase by about 360.

Together, the two projects would generate about 5,964 net new weekday daily person trips. Weekday p.m. peak-hour person trips would increase by about 501 and weekend p.m. peak-hour person trips would increase by about 548.

The proposed Super 8 Hotel would result in increases in volume-to-capacity ratios at nine intersections on weekdays and six intersections on weekends. These increases would not result in a change in Level of Service (LOS) and would not be measurable due to normal daily fluctuations in traffic.

The proposed Clarion Hotel would increase volume-to-capacity ratios at ten intersections on weekdays with only Hyde/North Point changing from LOS "A" to LOS "B". Weekend traffic generated by the proposed Clarion Hotel would increase volume-to-capacity ratios at six intersections, with no change in LOS. These increases would not be measurable within normal daily fluctuations in traffic and the LOS would not change at any of the intersections analyzed.

The combined projects' weekday vehicle traffic would increase p.m. peak volume-to-capacity ratios at 11 intersections by 1% or 2%. Increases of 2% at Hyde/North Point and 3% at Embarcadero/Bay would be enough to cause those intersections to shift from LOS "A" to "B", and "D" to "E", respectively.

None of the increases caused on weekends would be noticeable within the normal daily fluctuations in traffic or cause changes in LOS.

5. AIR QUALITY (pages 131 to 135)

Air pollutant emissions generated by construction activities over a one-year to 18-month period include construction, vehicle exhaust and air blown dust, which would be concentrated in areas east of the project site due to wind direction and would be greatest during demolition of the existing buildings.

There are no current violations of the one-hour or 8-hour state and federal standards for carbon monoxide (CO) concentration at any of the intersections analyzed. It is not anticipated that there would be any violations in the year 2000.

Impacts on regional air quality would result from an increase of 1,236 daily vehicle-miles traveled (VMT) for the Super 8 Hotel and 2,282 daily VMT for the Clarion Hotel. The Super 8 Hotel project would contribute about 2.7% to the total emissions generated by cumulative development in the Northern Waterfront area. The Clarion Hotel project would contribute about 4.9% to the total emissions generated by cumulative development in the Northern Waterfront area. Due to the statistically insignificant quantities of pollutants generated by the proposed projects in comparison with regional totals, there would be no measureable impact on regional air quality.

6. CONSTRUCTION NOISE (pages 136 to 141)

Construction of the proposed Super 8 Hotel would take place over a 14-month period, while construction of the proposed Clarion Hotel would take place over an 18-month period. The highest noise levels during construction would be generated by pile driving (about 105 dBA at 50 feet) which would take place over about a two- to three-week period at the Super 8 Hotel site and over a six- to eight-week period at the Clarion Hotel site. It is anticipated that the noise levels generated during construction would result in a disturbance to workers and residents in nearby buildings. Mitigation measures have been incorporated into the projects to minimize noise impacts on surrounding uses during construction.

7. GROWTH INDUCEMENT (page 142)

The proposed projects would result in 393,582 gross square feet of new hotel space in the Fisherman's Wharf area, including 568 rooms, 3,991 gsf in retail space, 11,475 gsf in restaurant space, 7,312 gsf in meeting space and 200 attendant-style parking spaces (159 self-park). This would represent a 27.7% increase in the number of hotel rooms in the Fisherman's Wharf area. The proposed hotels could induce growth in retail uses in the area and could indirectly cause growth in services attributable to hotel workers new to the area.

C. MITIGATION MEASURES

Some of the mitigation measures included in the proposed project are listed below; the complete list of mitigation measures, both those included in the project and those not included, is found in Section V, pages 143 to 152.

TRANSPORTATION

- The City of San Francisco (subject to approval by the Board of Supervisors and the Mayor) could implement a one-way couplet system using Bay and North Point Streets to reduce traffic conflicts and improve traffic flow in the Northern Waterfront area. Cumulative transportation impacts within the Northern Waterfront area would be reduced by this transportation improvement.

CONSTRUCTION NOISE

- The construction contractors for the projects would shield the intakes and exhaust of impact tools, use electric rather than diesel-powered equipment, construct barriers around the sites, predrill holes for piles, and limit pile-driving to the hours between 8:00 a.m. and 6 p.m.

CULTURAL RESOURCES

- Each project sponsor would retain the services of an archaeologist to instruct construction crews on the procedures to be followed if cultural artifacts are found during construction.

- Prior to the commencement of foundation excavation, the project sponsors will undertake a program of archaeological testing to monitor site clearance and observe any materials below existing grade level.

D. ALTERNATIVES (pages 155 to 182)

ALTERNATIVE ONE: NO PROJECT

This alternative would entail no change to the existing site or uses on the site. The environmental characteristics associated with this alternative would be the same as those described in the Environmental Setting section of this EIR. The project sponsors have rejected this alternative because it does not meet any of the objectives of the project sponsors as outlined in the Project Descriptions section of this EIR.

ALTERNATIVE TWO: ONLY ONE PROJECT

1. Only the Super 8 Hotel

In this alternative, the Super 8 Hotel would be built as proposed, while the Clarion Hotel site would remain in its existing condition indefinitely. Impacts on land use, urban design, views, historic and cultural resources, transportation, air quality and impacts of construction noise would all be reduced by the elimination of the Clarion Hotel project.

The sponsors of the Super 8 Hotel have not rejected this alternative. The sponsors of the Clarion Hotel have rejected this alternative because it is equivalent to the No-Project alternative for the Clarion Hotel.

2. Only the Clarion Hotel

In this alternative, the Clarion Hotel would be built as proposed, while the Super 8 Hotel site would remain in its existing condition indefinitely. Impacts on land use, cultural resources, transportation, air quality and impacts of construction noise would all be reduced by the elimination of one of the projects. Because impacts on urban design, views, and historic resources originate primarily from the Clarion Hotel project, these impacts would be the same as if both projects were constructed.

The sponsors of the Super 8 Hotel have rejected this alternative because it is the equivalent of the No-Project alternative for the Super 8 Hotel. The Clarion Hotel sponsors have not rejected this alternative.

ALTERNATIVE THREE: EACH PROJECT TO INCLUDE ONLY THE CODE REQUIRED AMOUNT OF OFF-STREET PARKING

In this alternative, each project would be constructed as proposed, except that the projects would include only the code required amount of off-street parking. For the Super 8 Hotel, this amount would be 12 spaces; for the Clarion Hotel, the amount would be 116 spaces. Impacts on land use, urban design, views, and air quality would be the same in this alternative as in the proposed projects. Because a smaller portion of the Super 8 Hotel sites would need to be excavated to accommodate the reduced amounts of parking, impacts on cultural resources and impacts from construction noise would be mitigated. This alternative, however, would increase impacts on areawide parking demand and occupancy.

The project sponsors are willing to construct this alternative, but feel that the additional parking would better serve the needs of hotel patrons and would enhance parking opportunities for other uses in the Fisherman's Wharf area.

ALTERNATIVE FOUR: DIFFERENT USE ALTERNATIVES

Variant One: Clarion Hotel as proposed, Super 8 Hotel site built as retail/office uses.

In this alternative, the Clarion Hotel would be built as proposed while the Super 8 Hotel site would be developed as retail and office uses. The three-story development on the Super 8 Hotel site would be 40 feet tall and would contain 90,234 gsf, including 14,850 gsf of retail, 38,672 gsf of office and 36,712 gsf of parking. The FAR on the Super 8 Hotel site would be 1.80:1.

Impacts on urban design, views, historic and cultural resources, growth inducement and construction noise would be unchanged from those described for the proposed projects. Impacts associated with the intensification of land uses and increased concentration of hotels in Fisherman's Wharf, as well as impacts on transportation and air quality would be lessened, as compared to the proposed project.

Variant Two: Clarion Hotel as proposed, Super 8 Hotel site built as retail/housing uses.

In this variant, the Clarion Hotel would be built as proposed, while the Super 8 Hotel site would be developed as retail and housing uses. The 4-story retail/housing alternative on the Super 8 Hotel site would be 40 feet tall and would contain a total of 95,200 gsf, including 8,850 gsf in retail, 58,000 gsf in 64 housing units, and 28,350 gsf in parking. The FAR on the Super 8 Hotel site would be 2.25:1.

Impacts on urban design, views and historic and cultural resources would be the same as with the proposed projects. Impacts associated with the intensification of land uses and with the increased concentration of hotel uses in the area would be decreased due to the decreased overall square footage and the elimination of the hotel project. Impacts on transportation and transportation-related air quality would be decreased proportionally with the decrease in overall travel demand.

Variant Three: Super 8 Hotel as proposed, Clarion Hotel site built as retail/office uses.

In this alternative, the Super 8 Hotel would be built as proposed, while the Clarion Hotel site would be developed as a 40-foot, three-story retail/office building. The building would contain a total of 228,000 gsf, including 31,250 gsf of retail, 98,000 gsf of office and 98,750 gsf of parking. The FAR on the Clarion Hotel site would be 1.77:1.

Impacts on urban design, views, historic and cultural resources and impacts of construction noise would be the same as those of the proposed projects. Impacts associated with the intensification of land uses and with the increased concentration of hotels in the area, along with impacts on transportation and air quality, would be reduced.

Variant Four: Clarion Hotel site built as retail/office use, Super 8 Hotel site built as retail/office use.

In this alternative, both the Super 8 Hotel site and the Clarion Hotel site would be developed as retail and office structures. The Clarion Hotel site would contain a structure as described for Variant Three. The Super 8 Hotel site would contain a structure as described for Variant One.

Impacts on urban design, views, historic and cultural resources and construction noise would be the same as those described for the proposed projects. Impacts associated with an increased concentration of hotels in the area would be eliminated. Impacts associated with the intensification of land uses would be decreased due to the overall decrease in floor area but increased due to the intensive nature of office uses. Transportation and air quality impacts would be decreased.

Variant Five: Clarion Hotel site built as retail/office use, Super 8 Hotel site built as retail/housing use.

Under this alternative the Clarion Hotel site would be developed as a retail/office structure and the Super 8 Hotel site would be developed as a retail/housing structure. The Clarion Hotel site would contain a structure as described for Variant Three. The Super 8 Hotel site would contain a structure as described for Variant Two.

Impacts on urban design, views, historic and cultural resources, growth inducement and construction noise would be the same as those described for the proposed projects. Impacts associated with the intensification of land uses and increased concentration of hotels in the Wharf area, as well as impacts on transportation and air quality would be lessened as compared to the proposed projects.

ALTERNATIVE FIVE: FACADE RETENTION ALTERNATIVE

Alternative Five would involve construction of the Clarion Hotel around the north and east facades of the Musto Building. All other buildings in the project site would be completely demolished. Under this variant, the Clarion Hotel would include 313 rooms and 204,883 gsf of hotel space. Entrance to the basement level parking garage would be from Bay North Point Street. The Super 8 Hotel would be as proposed.

Impacts on views, historic and cultural resources, and impacts of construction noise would be the same as those for the proposed hotels. Impacts associated with an intensification of land use and a concentration of hotel rooms in the Wharf area would be lessened by the decreased number of hotel rooms in this alternative. Impacts on urban design would change as a result of new massing and design. These variants would result in a reduction

of about 9.1% in travel demand, as compared to the projects, with resultant reduction in transportation and air quality effects.

The sponsor of the Clarion Hotel is willing to consider this alternative if the proposed project is not acceptable to the City Planning Commission. The sponsor of the Super 8 Hotel has not rejected this alternative.

ALTERNATIVE SIX: HISTORIC PRESERVATION ALTERNATIVE

This alternative would involve the preservation of the entire Musto Building and annex structures and demolition of the 2585 Taylor Street building and the service station on the Clarion Hotel Site. The Super 8 Hotel would be built as proposed. Under this alternative, the project sponsor would only purchase portions of the site up to about 45 feet from the Musto Building. Neither the Musto Building nor its annex would be included in the project.

Under this alternative, the Clarion Hotel would include 269 rooms and 162,230 gsf of hotel space. Entrance to the basement level parking garage would be on Bay Street. The Super 8 Hotel would be built as proposed.

Impacts on view would be the same as for the proposed hotels. Impacts associated with an intensification of land use and a concentration of hotel rooms in the wharf area would be lessened by the decreased numbers of hotel rooms in this alternative. Impacts on historic resources would be decreased due to preservation of the Musto Building. Impacts on cultural resources would be decreased since excavation would be reduced. Transportation-related and air quality impacts would be about 28.1% less, in proportion to the decrease in travel demand as compared to the proposed project. Impacts on construction noise would be decreased in duration since the length of pile driving would be decreased as compared to the proposed project.

The sponsor of the Clarion Hotel has rejected this alternative because the loss of 105 hotel rooms and large meeting rooms could affect the ability of the hotel to attract business visitors and groups, one of his primary objectives. The sponsor of the Super 8 Hotel has not rejected this alternative.

II. PROJECT DESCRIPTION

A. SUPER 8 HOTEL

1. OBJECTIVES OF THE PROJECT SPONSOR

The project sponsor, Super 8 Lodges V Limited, proposes to construct a hotel with associated retail and on-site parking. In proposing this development the project sponsor has the following objectives:

- To provide affordable quality lodging in the Fisherman's Wharf area.
- To meet the projected demand for additional hotel rooms in the Fisherman's Wharf sub-area, especially hotel rooms priced below the average market rate.
- To enhance and strengthen the tourist economy of the City.
- To design a hotel structure which is complementary to the scale and design of the existing structures in the project vicinity.
- To achieve a reasonable return from the financial investment and to expand employment opportunities for the unskilled labor force.

The project architect is James Linebarger of San Francisco.

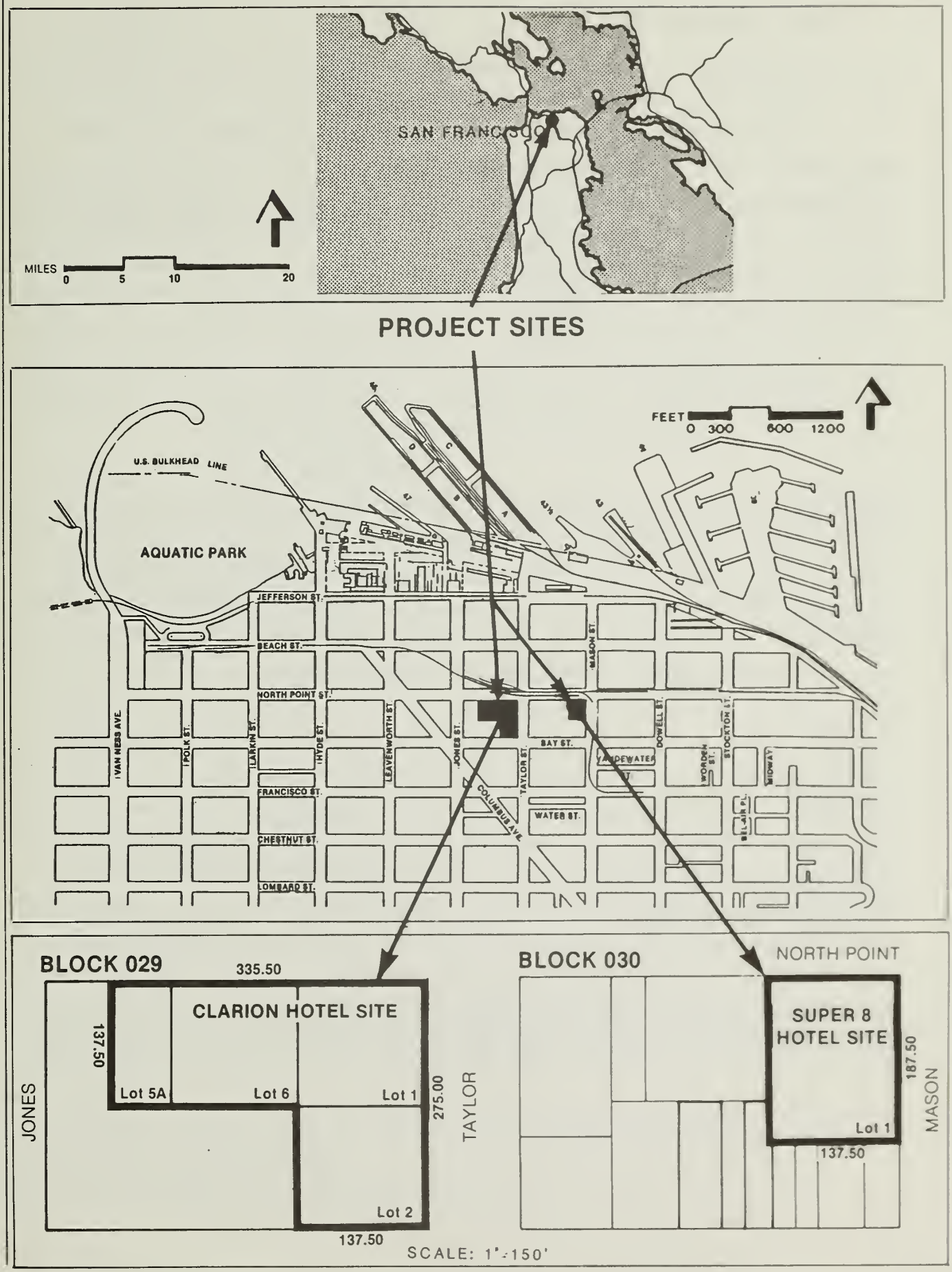
2. PROJECT LOCATION

The project site is located in the northeastern portion of the City, in the Fisherman's Wharf area of the Northern Waterfront District, four blocks southwest of Pier 39, two blocks south of Pier 45 and three blocks east of Columbus Avenue (see Figure 1, page 13). The project site is one block east of the proposed Clarion Hotel project site. The project site is Assessor's Block 30, Lot 1 with a total area of 25,781.25 square feet. The project site is in a C-2 (Community Business) zoning district and is in the Northern Waterfront Special Use District No. 2.

SITE LOCATION MAP

FIGURE 1

SOURCE EIP ASSOCIATES



3. PROJECT DESCRIPTION

The proposed project would be a hotel development containing a total of 108,823 gross square feet (gsf) of constructed floor area, including 194 rooms 78,877 gsf), a 96-seat restaurant (2,025 gsf), and 40 self-park parking spaces or 68 attendant parking spaces on a single basement level (17,813 gsf). The proposed project would include one off-street freight loading space accessed from Mason Street (see Figures 2-6, pages 16-19). The project would include 3 bicycle spaces per Section 155(j) of the City Planning Code. The project site would be excavated to a depth of about 15 feet to construct foundations and to accommodate parking and mechanical uses below grade. The proposed building would rise four stories above North Point Street to a maximum height of 40 feet and would be built to the lot lines. The Floor Area Ratio (FAR) for the project would be 3.02:1. Tables 1 and 2, page 15, describes the characteristics of, and FAR calculations for, the proposed project.

The project site currently contains a single vacant building (2455 Mason Street) which formerly served as a canned food storage facility for the Del Monte corporation. The building contains a total of 51,600 gsf of warehouse space. There are no parking spaces currently on-site. The building would be demolished and removed for the proposed new construction. The remainder of the project block is occupied by Cost Plus, ~~and~~ small scale retail, wholesale and restaurant uses, and a service station.

The main entrance to the project would be from North Point Street. There would be a canopied pedestrian island constructed in front of the main entrance to create an automobile pick-up and drop-off area. The project sponsor would request, from the Department of Public Works, designation of a loading zone for tour buses on the North Point Street side of the pedestrian island. Autos would enter the site from the east side. The entrance to the garage ramp would be on the western side of the site. Autos exiting from the drop-off area and the garage would exit onto North Point Street with right turn only. The right turn only restriction would be controlled by signage. Tour buses would load and unload on North Point Street adjacent to the pedestrian island and a taxi stand would be located on the hotel side of the island in the hotel driveway. (See Figure 3, page 17.)

TABLE 1

SUPER 8 HOTEL PROJECT CHARACTERISTICS

Project Area By Use	Gross Constructed Area	Gross Floor Area[2]
Hotel Rooms, Offices, Lobbies	78,877	78,877
Associated Restaurant	2,025	2,025
Parking, Loading, Ramps	22,781	7,907
Mechanical, Services and Storage	5,140	806
Total	108,823	89,615

TABLE 2

SUPER 8 HOTEL FLOOR AREA CALCULATIONS

1.	Site area included in FAR Calculation	
	Site Area	25,781.25
	Corner Lot Premium[1]	3,906.25
	Total	29,687.50
2.	Permitted Floor Area	
	Maximum Floor Area Ratio (FAR)	5.0:1
	Site Area Creditable for FAR	29,687.50
	Maximum Permitted Floor Area	148,438
3.	Project Area	
	Gross Floor Area Included in FAR[2]	
	Hotel	78,877
	Associated Restaurant	2,025
	Parking	7,907
	Mechanical, Services and Storage	806
	Total	89,615
	Area Not Included in FAR[2]	
	Parking, Loading and Ramps	14,874
	Mechanical, Services and Storage	4,334
	Total	19,208
4.	Project FAR (89,615/29,687.25)	3.02:1

[1] City Planning Code Section 125(a) provides a floor area premium for corner lots equal to 25% of the corner lot area; City Planning Code Section 102.13 limits the application of Section 125(a) to the portion of a corner lot within 125 feet of the corner in each direction.

[2] City Planning Code Section 102.8 defines gross floor area for purposes of determining allowable floor area; gross floor area does not include, among other things, area devoted to accessory parking and loading.

Source: EIP Associates & City Planning Code.

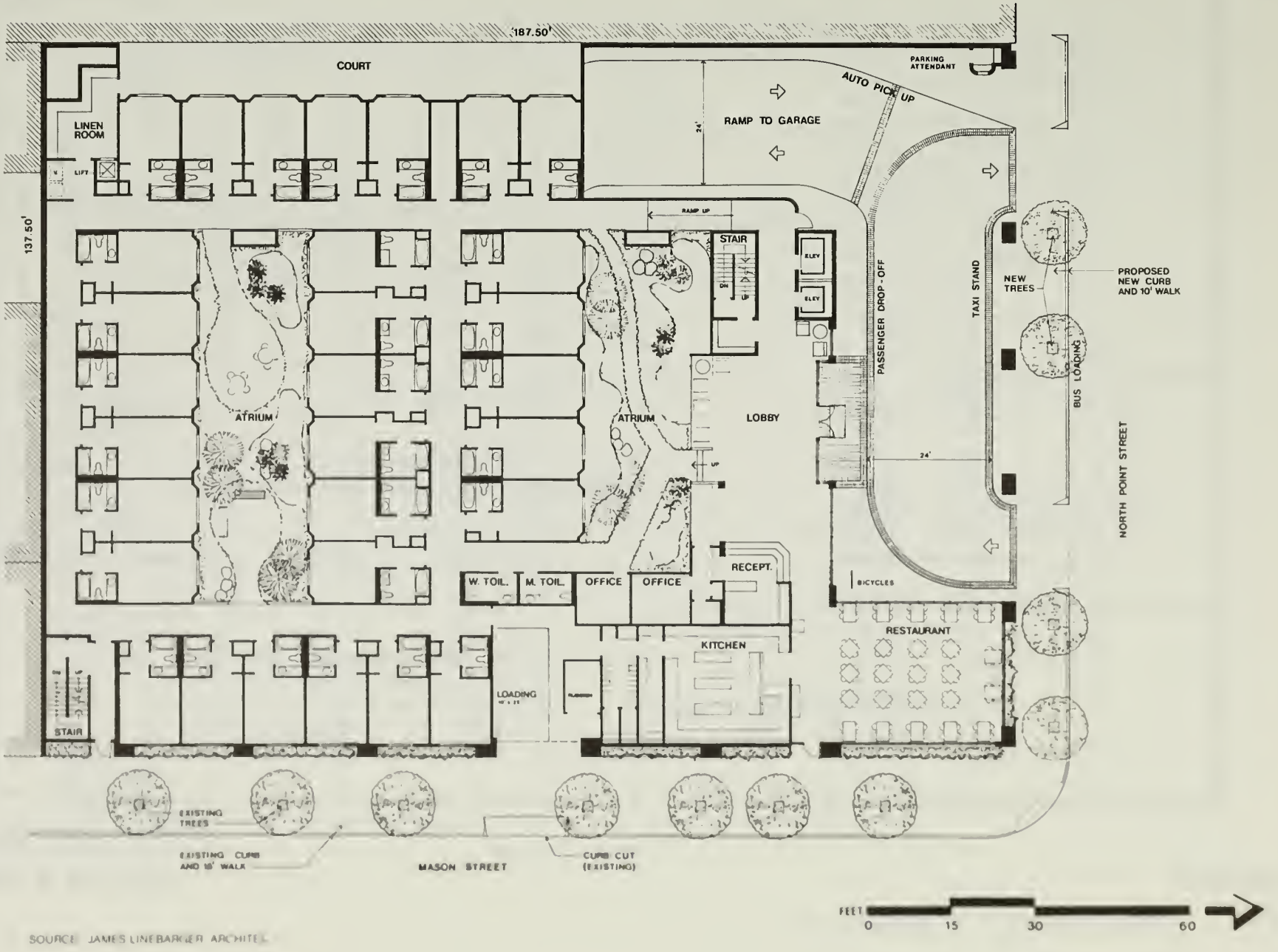
SUPER 8 HOTEL
ARTIST'S RENDERING: VIEW FROM NORTH POINT STREET

FIGURE 2

34166/85016

SUPER 8 HOTEL
FIRST LEVEL

FIGURE 3

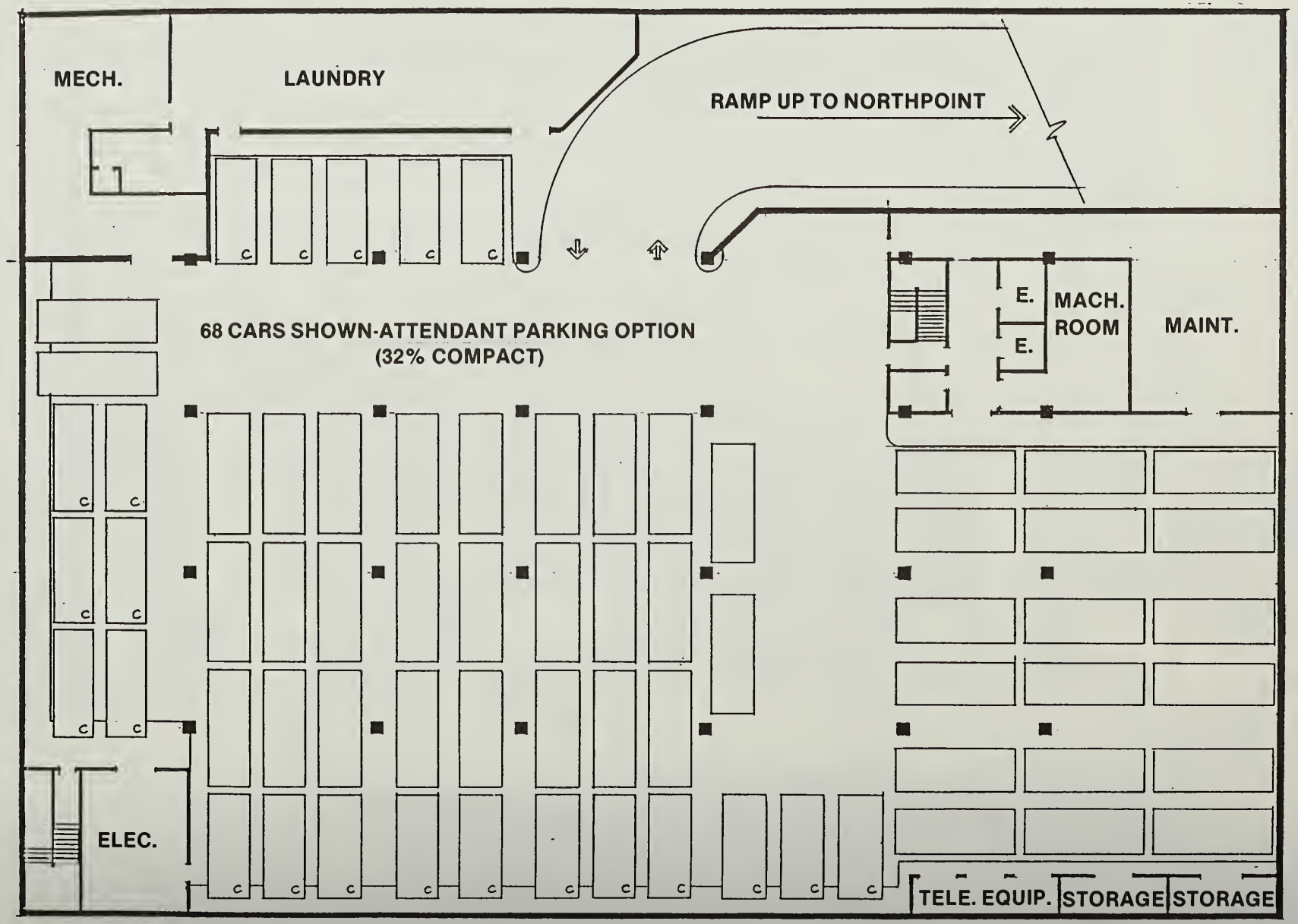


SOURCE: JAMES LINEBARGER ARCHITECT

84166850 18

SUPER 8 HOTEL
BASEMENT PLAN

FIGURE 4



166/85016

SUPER 8 HOTEL
SECOND LEVEL

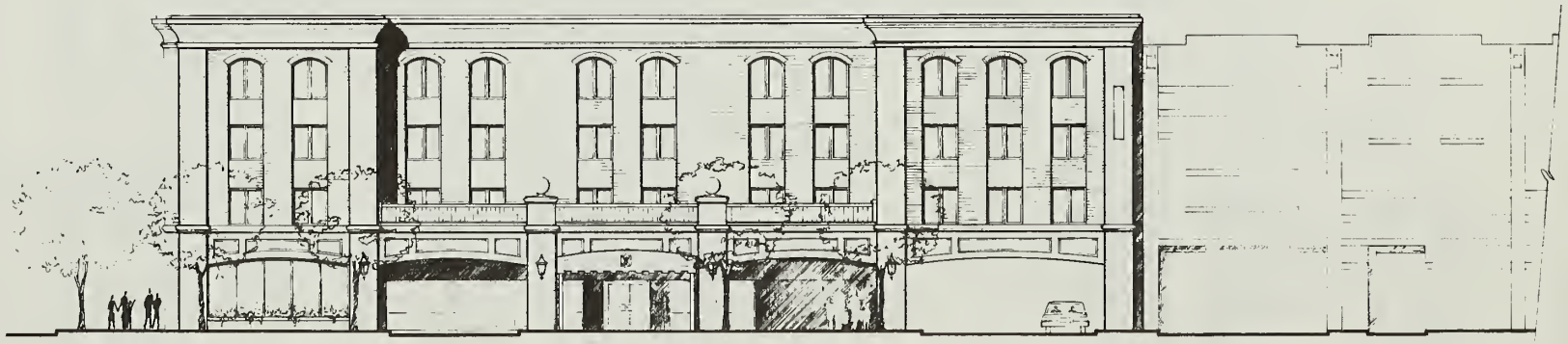
FIGURE 5

FEET 0 15 30 60

SOURCE: JAMES LINEBARGER ARCHITECT

SUPER 8 HOTEL ELEVATIONS

FIGURE 6



NORTH ELEVATION (NORTH POINT)

EAST ELEVATION (MASON)

FEET 0 15 30 60

84166/85016

Pedestrians would be able to enter the building at the main entrance or through the restaurant entrance on Mason Street. There would be another entrance, primarily for handicapped access, located near the elevators in the lobby. An emergency exit would be located on Mason at the southern end of the hotel. Pedestrian amenities would include street trees, sidewalk planting and a sidewalk meeting City standards on North Point Street adjacent to the hotel where no sidewalk currently exists.

4. PROJECT APPROVALS

Following a public hearing on this EIR before the City Planning Commission, responses to all written and oral comments will be prepared; this EIR will be revised accordingly and presented to the City Planning Commission for certification as to accuracy, objectivity and completeness. No permits may be issued before the Final EIR is certified.

The project sponsor would request Conditional Use authorization from the City Planning Commission in order to construct a hotel use within the Northern Waterfront Special Use District No. 2 pursuant to Section 240.2(b) of the City Planning Code and to provide more than the required amount of parking (Section 240.2 (d)).

On November 14, 1986, the voters of San Francisco passed Proposition M, the Accountable Planning Initiative. Proposition M establishes eight Priority Policies. These policies are: preservation and enhancement of neighborhood-serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for any project which requires an Initial Study under CEQA or adopting any zoning ordinance or development agreement, the City is required to find that the proposed project or legislation is consistent with the Priority Policies. The City Planning Commission, in its decision regarding the proposed project approval or disapproval would make a determination of the project's conformance with the Priority Policies.

If the project were to be approved by the City Planning Commission, the project sponsor would then need to obtain demolition, building and other related permits from the Central Permit Bureau of the Department of Public Works.

5. PROJECT SCHEDULE AND COSTS

The project sponsor anticipates completion of the final project design by mid-1987. Construction of the project would take approximately 14 months.

Occupancy would be expected to commence by late-1988. The project sponsor estimates construction costs of $6,500,000.

B. CLARION HOTEL

1. OBJECTIVES OF THE PROJECT SPONSOR

The project sponsor, Associated Inns and Restaurant Companies of America (AIRCOA), proposes to construct a first class hotel with ground floor retail and restaurant space, facilities for conferences and off-street parking at a prime location at Fisherman's Wharf. In proposing this development, the project sponsor has the following objectives:

- To provide new first-class, low-rise hotel rooms attractive to tourists, business visitors and small conference attendees, who prefer a location outside downtown with recreational amenities.
- To provide parking adequate to meet the demand of the hotel.
- To meet a demonstrated need for additional hotel rooms in the Fisherman's Wharf area and to meet the demands of this particular sub-market of the hotel business.
- To expand the Clarion Hotel chain's nationwide offerings to its established clientele.
- To provide an architecturally distinctive building complementary to and reminiscent of older buildings in the Fisherman's Wharf area to serve as a suitable entry to Fisherman's Wharf from the cable car terminus at Bay and Taylor.
- To provided adequate retail and restaurant space to serve hotel patrons and to provide a lively and interesting pedestrian frontage along Taylor Streets attractive to those traversing Taylor Street from the cable car terminus to Fisherman's Wharf.

- To realize a reasonable return on investment and make a contribution to the City's economic development.

The project architects are Frizzell Hill Moorhouse Architects, Inc. of San Francisco.

2. PROJECT LOCATION

The project site is located in the northeastern portion of the City, in the Fisherman's Wharf area of the Northern Waterfront District, five blocks southwest of Pier 39, two blocks south of Pier 45, two blocks east of Columbus Avenue, and across Bay Street from the Powell-Mason cable car line turnaround at Bay and Taylor Streets (see Figure 1, page 13). The project site is one block west of the proposed Super 8 Hotel project site. The project site is Assessor's Block 29, Lots 1, 2, 5a and 6 with a total site area of 65,037.50 square feet. The project site is in a C-2 (Community Business) zoning district and in the Northern Waterfront Special Use District No. 2.

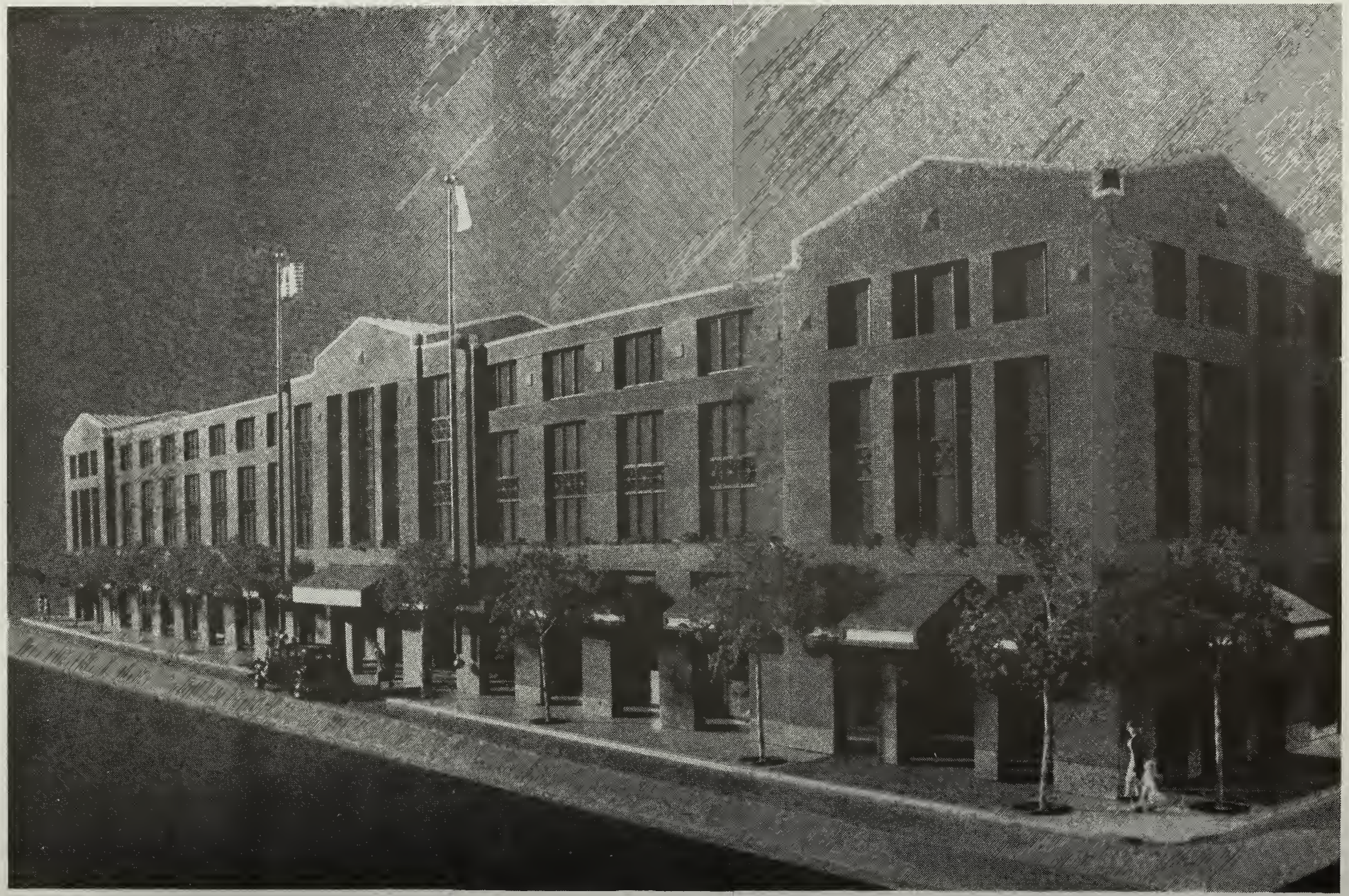
3. PROJECT DESCRIPTION

The proposed project would be a hotel development containing a total of 284,759 gsf of space, including 374 rooms (224,228 gsf), a restaurant, cafe, lounge and kitchen (9,450 gsf), five meeting rooms (7,312 gsf), two retail units (3,991) and 132 (119 self-park) parking spaces on a single basement level (36,950 gsf) (see Figures 8 and 9). The proposed project would include three off-street freight loading spaces accessed from North Point Street (see Figures 7-11, pages 24-28). The project would include 6 bicycle spaces per Section 155(j) of the City Planning Code. The project site would be excavated to a depth of 18 feet to construct foundations and to accommodate parking and mechanical uses below grade. The proposed project would have five stories, rising 40 feet above the street and would be built to the lot lines. The Floor Area Ratio (FAR) for the proposed project would be 3.40:1. Tables 3 and 4, page 29, describes the characteristics of, and FAR calculations for, the proposed project.

The project site currently contains a Shell service station (500 Bay Street) and four buildings formerly in retail use (the Musto Building at 535 North Point, the Musto annex at 555 North Point, and the former Cost Plus coffee store at 2585 Taylor Street). Together these buildings contain a total of 35,343 gsf of retail space. The 555 North Point building and a portion of the Musto Building were vacated by

CLARION HOTEL
MODEL PHOTO-TAYLOR STREET FRONTAGE

FIGURE 7



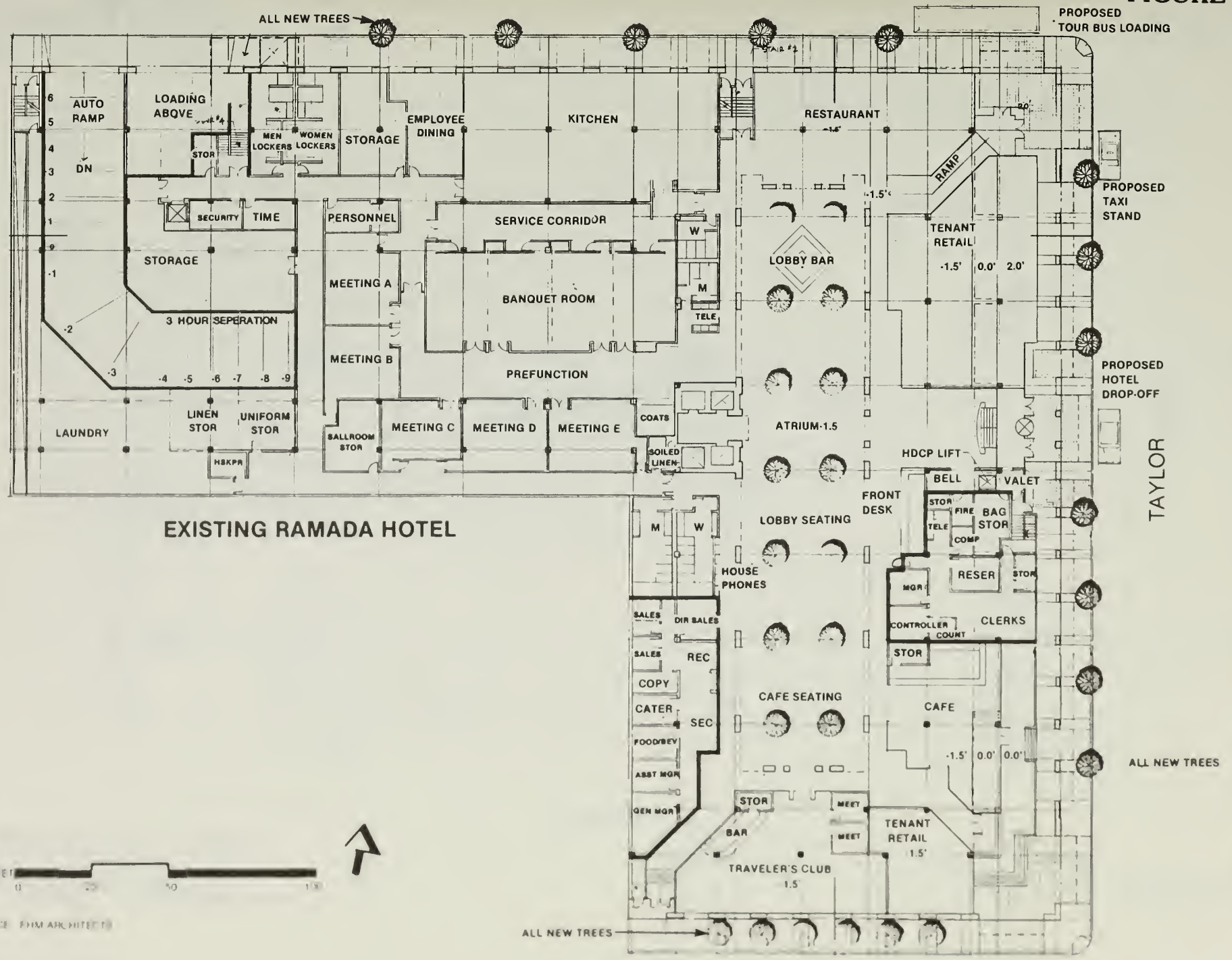
SOURCE: EHM ARCHITECTS

1166/85016

CLARION HOTEL
STREET & LOBBY FLOOR PLAN

NORTH POINT

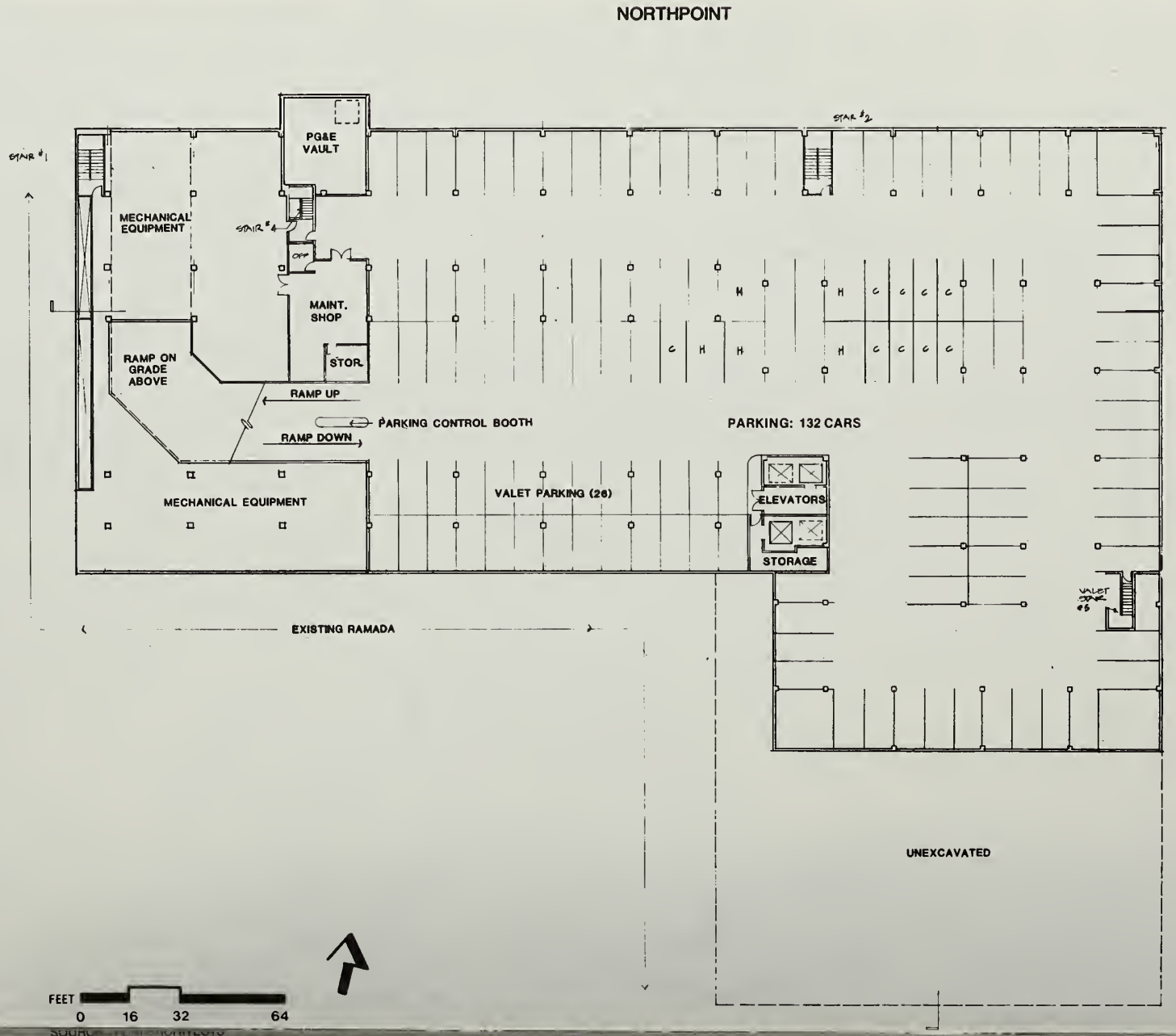
FIGURE 8



SOURCE: FHM ARCHITECTS

CLARION HOTEL
BASEMENT LEVEL

FIGURE 9



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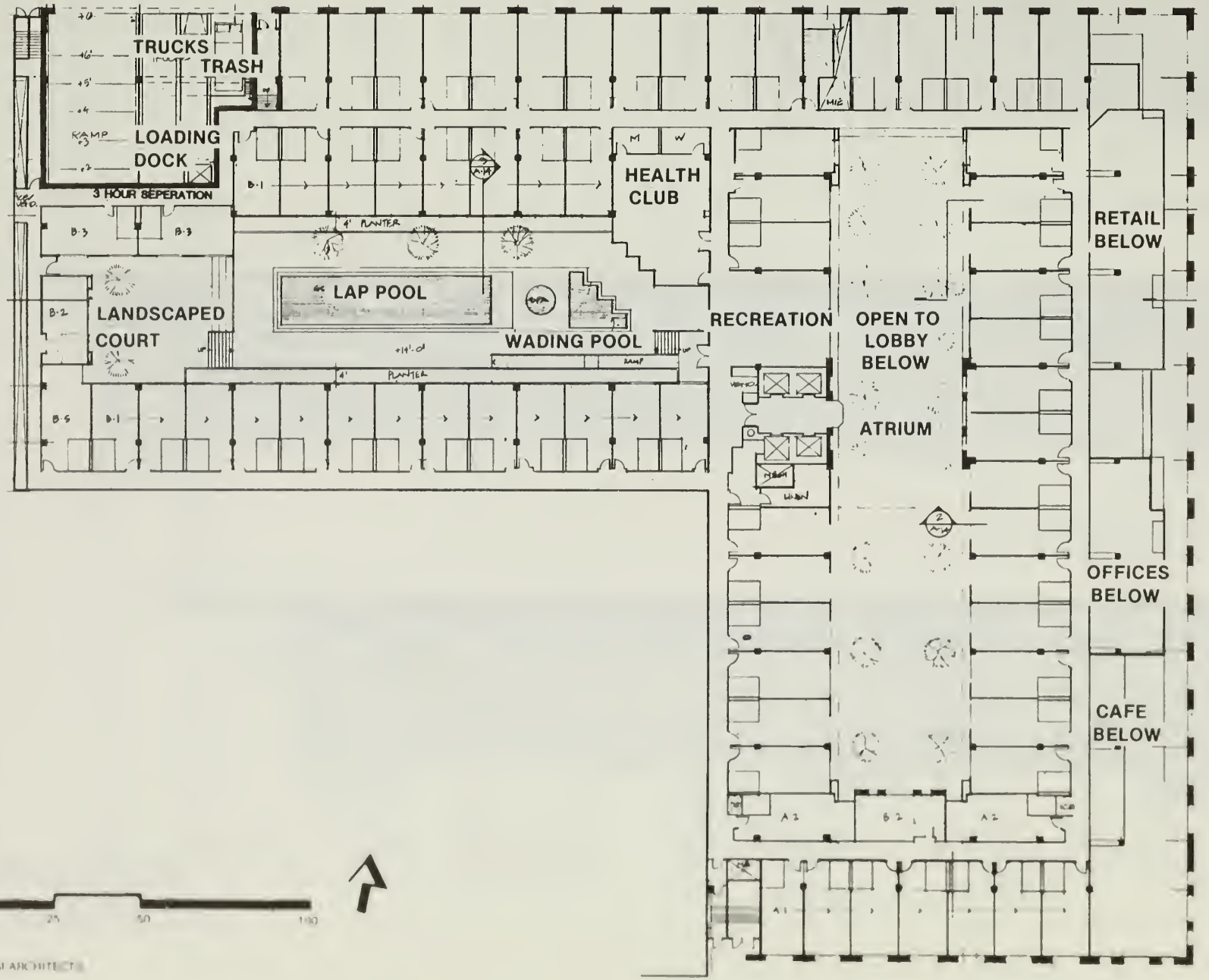
CLARION HOTEL
SECOND LEVEL

FIGURE 10

NORTH POINT

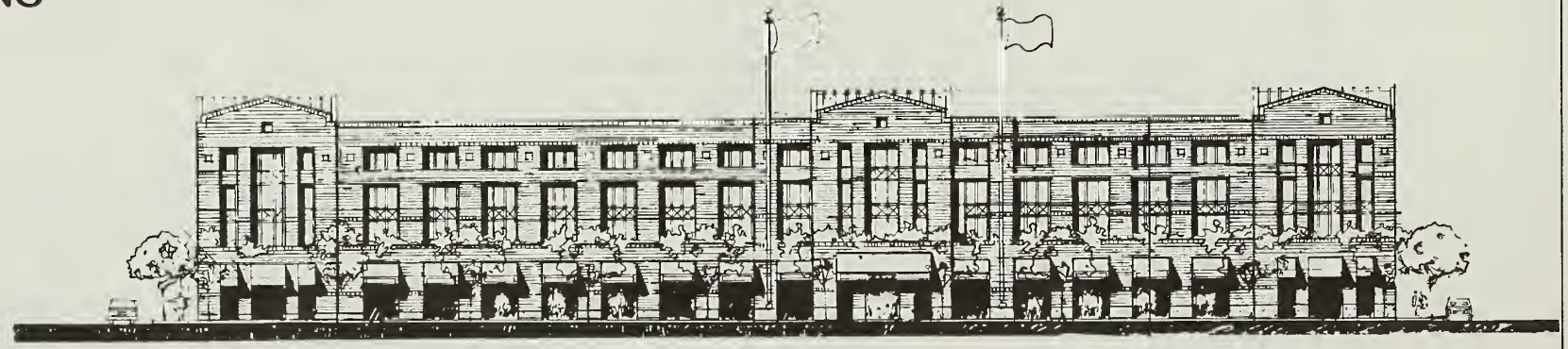


SOURCE: FRM ARCHITECTS

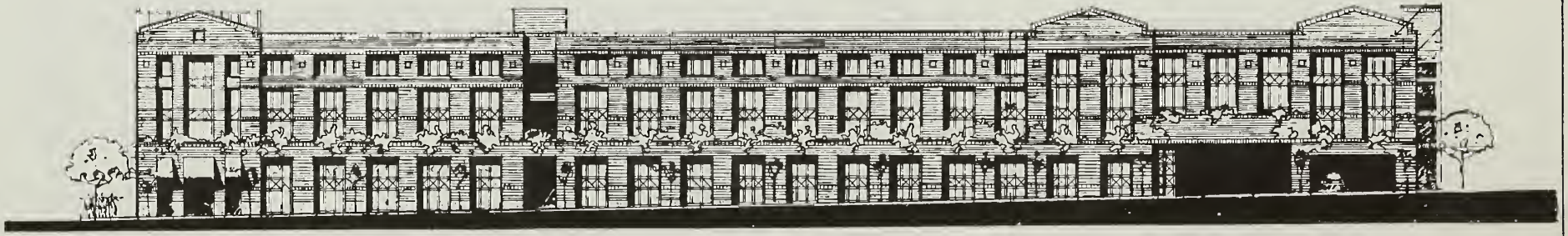
8416685016

CLARION HOTEL ELEVATIONS

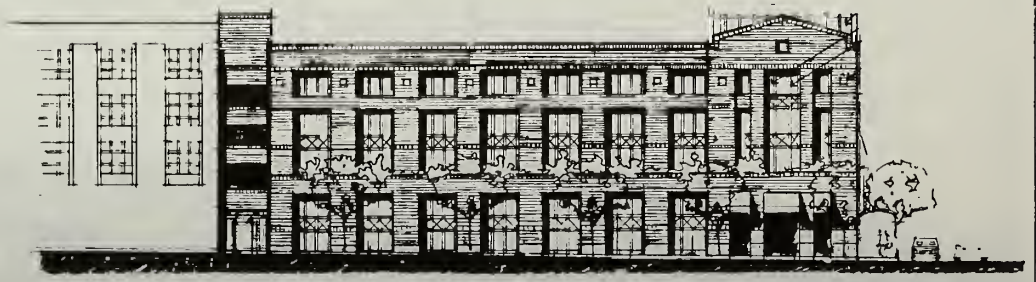
FIGURE 11



TAYLOR STREET ELEVATION



NORTH POINT STREET ELEVATION



BAY STREET ELEVATION

FEET
0 8 16 32

SOURCE: FHM ARCHITECTS

TABLE 3
CLARION HOTEL PROJECT CHARACTERISTICS

Project Area By Use	Gross Constructed Area	Gross Floor Area[2]
Hotel Rooms, Offices, Lobbies	224,228	224,228
Associated Restaurant	9,450	9,450
Associated Retail	3,991	3,991
Meeting Rooms	7,312	7,312
Parking/Loading	36,950	-
Mechanical	2,828	2,828
Total	284,759	247,809

TABLE 4
CLARION HOTEL FLOOR AREA CALCULATIONS

1. Site area Included in FAR Calculation	
Site Area	65,037.50
Corner Lot Premiums[1]	3,906.25
	3,906.25
Total	72,850.00
2. Permitted Floor Area	
Maximum Floor Area Ratio (FAR)	5.0:1
Site Area Creditable for FAR	72,850
Maximum Permitted Floor Area	364,250
3. Project Area	
Gross Floor Area Included in FAR[2]	
Hotel Rooms	224,228
Associated Restaurant	9,450
Associated Retail	3,991
Meeting Rooms	7,312
Mechanical	2,828
Total	247,809
Area Not Included in FAR[2]	
Parking and Loading	36,950
Total	36,950
4. Project FAR	
(247,809/72,850)	3.40:1

[1] City Planning Code Section 125(a) provides a floor area premium for corner lots equal to 25% of the corner lot area; City Planning Code Section 102.13 limits the application of Section 125(a) to the portion of a corner lot within 125 feet of the corner in each direction.

[2] City Planning Code Section 102.8 defines gross floor area for purposes of determining allowable floor area; gross floor area does not include, among other things, area devoted to accessory parking and loading.

Source: EIP Associates & City Planning Code.

Herrmann's Baby News in 1985. The remainder of the Musto Building and the 2585 Taylor Street building was vacated by Cost Plus in 1985. During 1986 they were reoccupied for retail use (the 2585 Taylor Street building for storage only). There is also an 81-space parking lot currently on-site. The lot was previously used for parking for Cost Plus retail facilities and Herrmann's Baby News. It is now a public parking lot. All of the buildings and the surface parking lot would be demolished and removed for the proposed new construction. The remainder of the project block is occupied by the 231-room Ramada Inn hotel.

The retail space in the project consists primarily of a 140-seat restaurant located near the corner of North Point and Taylor, a 120-seat cafe located near the corner of Bay and Taylor, retail units along the Bay and Taylor Street frontages and a 50-seat Traveler's Club on Bay Street. (The Traveler's Club is a bar/lounge exclusively for frequent patrons of Clarion Hotels.) The main pedestrian entrance to the project would be on Taylor Street, with additional pedestrian entrances at the corner of Bay and Taylor and at the corner of North Point and Taylor. There would be a pedestrian arcade along Taylor Street. All passenger loading and drop-off would be on-street. The sponsor intends to request permission from the City for designation of a passenger loading zone on Taylor Street in front of the entrance to the hotel lobby. Permission would also be requested for a taxi stand to be located at Taylor Street, about 30 feet south of North Point and a tour bus loading zone to be located on North Point Street, about 10 feet west of Taylor. Access to and from the below-grade valet-style parking garage would be on North Point Street, at the western corner of the project site.

4. PROJECT APPROVALS

Following a public hearing on this EIR before the City Planning Commission, responses to all written and oral comments will be prepared; this EIR will be revised accordingly and presented to the City Planning Commission for certification as to accuracy, objectivity and completeness. No permits may be issued before the Final EIR is certified.

The project sponsor would request Conditional Use authorization from the City Planning Commission in order to construct a hotel use within the Northern Waterfront Special Use District No. 2 pursuant to Section 240.2(b) of the City Planning Code and to provide more than the required amount of parking (Section 240.2(d)).

On November 14, 1986, the voters of San Francisco passed Proposition M, the Accountable Planning Initiative. Proposition M establishes eight Priority Policies. These policies are: preservation and enhancement of neighborhood-serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for any project which requires an Initial Study under CEQA or adopting any zoning ordinance or development agreement, the City is required to find that the proposed project or legislation is consistent with the Priority Policies. The City Planning Commission, in its decision regarding the proposed project approval or disapproval, would make a determination of the project's conformance with the Priority Policies.

If the project were to be approved by the City Planning Commission, the project sponsor would then need to obtain demolition, building and other related permits from the Central Permit Bureau of the Department of Public Works.

5. PROJECT SCHEDULE AND COSTS

The project sponsor anticipates completion of the final project design by late 1987. The project would take approximately 18 months to construct.

Occupancy would be expected to commence by mid-1989. The project sponsor estimates construction costs of $15,000,000.

III. ENVIRONMENTAL SETTING

A. LAND USE AND ZONING

1. LAND USE

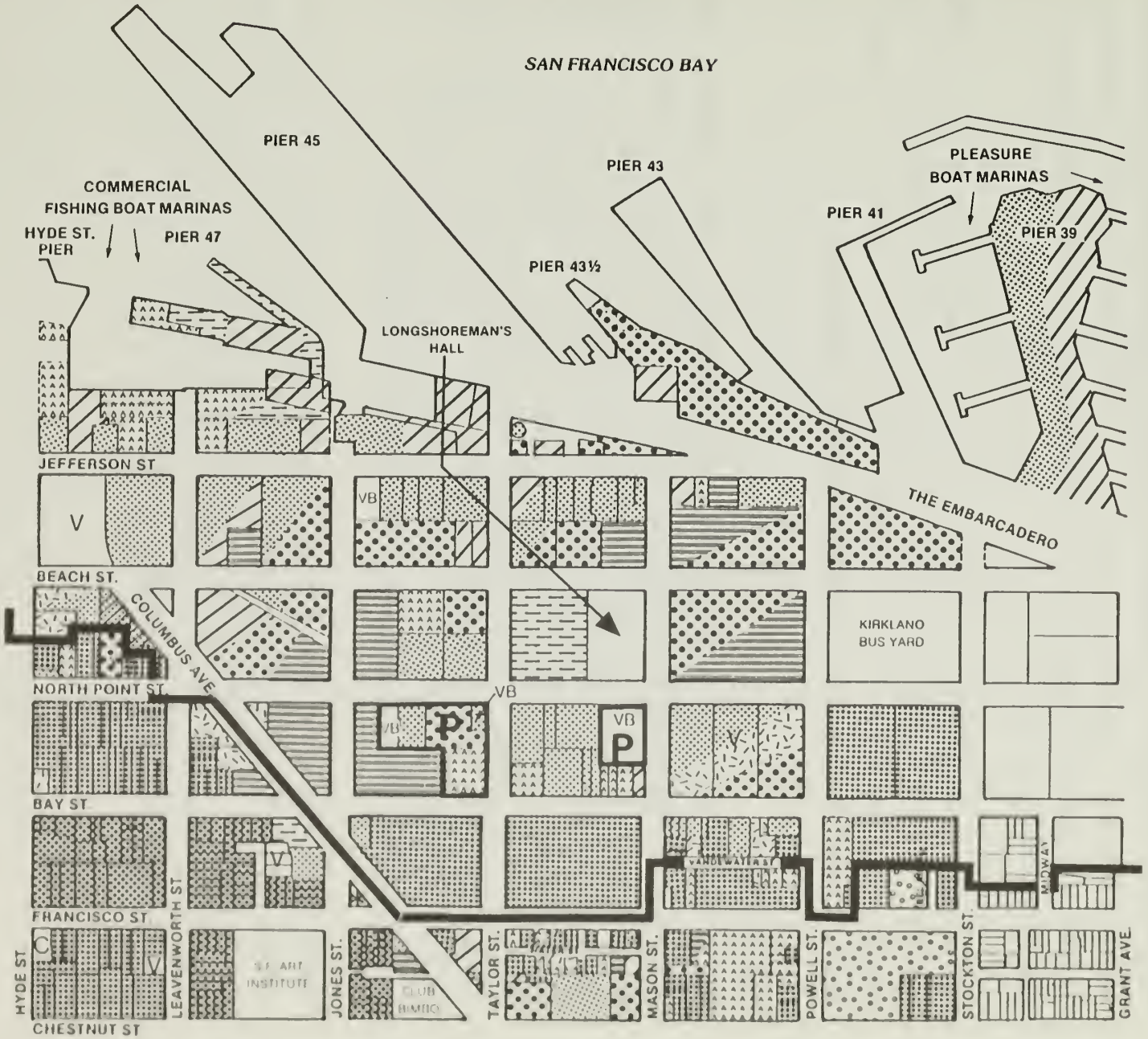
The project sites are located on two adjacent blocks in the Fisherman's Wharf area of the Northern Waterfront District. The sites are located east of Columbus Avenue, north of the North Beach area and south of The Embarcadero and Piers 41 through 45. Levi's Plaza and surrounding office development is located southeast of the sites at the eastern foot of Telegraph Hill; Pier 39 and the Hyde Street Pier are located to the northeast and northwest respectively. Russian Hill is located to the southwest of the sites, across Columbus Avenue.

For the past 30 to 40 years, the Fisherman's Wharf area has been dominated by a combination of maritime commercial uses such as fish processing and other uses serving the San Francisco commercial fishing fleet, and tourist-serving uses, including hotels, specialty retail complexes and entertainment establishments.

Uses within two to three blocks of the project sites consist mainly of two- and four-story retail/service, hotel and residential buildings and parking lots and garages. Prominent developments in the area include the North Point Shopping Center retail, parking, and office development bounded by Bay, North Point, Mason and Powell Streets, the 229-unit North Beach Place Housing Project bounded by Mason, Bay, Columbus and Francisco Streets, the new Cost Plus retail store on Taylor between Bay and North Point Streets and the North Point Apartments bounded by Powell, Bay, North Point and Stockton Streets (see Figure 12, page 33).

EXISTING LAND USES IN FISHERMAN'S WHARF AREA

FIGURE 12



RESIDENTIAL
RETAIL
RESTAURANT
HOTEL
OFFICE
OTHER COMMERCIAL
SCHOOL
PUBLIC PARKING
PRIVATE PARKING
NORTHERN WATERFRONT STUDY AREA
VACANT SPACE V
VACANT BUILDING VB
CHURCH C
PROPOSED PROJECT SITES P
INDONESIAN CONSULATE *

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64'66

Super 8 Hotel

The Super 8 Hotel would be located on Assessor's Block 30, Lot 1, at the southwest corner of Mason and North Point Streets. The building currently on the site is a two-story warehouse which has been vacant for about three years. It was formerly used as a canned food storage facility by the Del Monte corporation. Adjacent to the project site fronting on Bay Street to the south are the Ginsberg Pub, a bar and restaurant, a wholesale seafood company and two small vacant warehouses. A Unocal 76 service station is located at the corner of Bay and Taylor Streets. Adjacent to the site on the west and occupying the remainder of the project block is the principal store of Cost Plus, a large discount retail outlet for imported goods.

Across Mason from the project site is the North Point Shopping Center and its parking structure. The Sheraton Hotel is located diagonally across North Point Street from the project site on the northeast corner of Mason and North Point Streets. The Longshoreman's Hall and its parking lot are located across North Point from the site.

Clarion Hotel

The Clarion Hotel project site is located on Assessors Block 29, Lots 1, 2, 5a and 6, with frontage along Taylor, Bay and North Point Streets. The site is currently occupied by a Shell service station, a 81-space public parking lot, and three retail facilities. The retail facilities were formerly occupied by the Cost Plus Coffee store (vacated in August, 1985), the Cost Plus Furniture Store (vacated in August, 1985) and Herrmann's Baby News (vacated in May, 1986). The Cost Plus stores were vacated due to their relocation into the new Cost Plus building constructed across Taylor Street from the project site. Recently, the Cost Plus stores have been reoccupied by another retail outlet. The remainder of the project block is occupied by the 231-room Ramada Inn.

Across North Point Street from the project site is a three-story Liquor Barn building and the two-story Cost Plus Nursery building. The Longshoreman's Hall parking lot is located diagonally across North Point from the site, at the northeast corner of North Point and Taylor Streets. Across Taylor from the site, between North Point and Bay Streets (on the Super 8 project block), is the principal store of Cost Plus in the area and a Unocal

76 service station. The North Beach Place Housing Project is located across Bay Street from the project site.

Hotel Market[1]

In the project vicinity (the C-2 District from Stockton Street to Hyde Street) there are eight hotels containing 2,047 rooms and 55,700 gsf of meeting space. Table 5, page 37, identifies the hotels in the Fisherman's Wharf area and the number of rooms in each.

Rates for a standard first-class hotel room (double occupancy) in Fisherman's Wharf range from about $80 per night to about $135 per night, depending on the time of year with higher rates being charged during the summer months. Rates for larger executive suites range from about $150 per night to about $250 per night depending on the size of the suite and the time of year.

By the end of 1985, there were a total of 23,500 hotel rooms in the City (including first-class, "B", and economy rooms); in the major hotel districts of Fisherman's Wharf, Union Square, the Financial District, Civic Center and Nob Hill there were a total of 14,227 first-class hotel rooms. There are no hotel projects which have been approved or are under construction in the Fisherman's Wharf area since the end of 1985. In the Union Square area approximately 1,110 rooms have been approved and are under construction, including the Olympic Hotel (356 rooms), the Nikko Hotel (529 rooms) and the addition to the Hilton Hotel (225 rooms). In the Financial District approximately 1,990 rooms have been approved and are likely to be constructed, including the Mandarin Hotel (162 rooms) (completed), the Embarcadero Center West Hotel which has broken ground (328 rooms) and the Marriott Hotel which has broken ground (1,500 rooms). In total approximately 3,000 rooms have been approved and are likely to be constructed in the Union Square and Financial District areas.[1]

TABLE 5

FISHERMAN'S WHARF HOTEL SUPPLY

Hotel	Rooms
Holiday Inn	580
Sheraton	525
Marriott	258
Ramada Inn	231
Howard Johnson's	128
Travelodge at the Wharf	250
Travelodge Fisherman's Wharf	24
Wharf Inn	51
Total	2,047

Source: Department of City Planning

Since 1980, the Fisherman's Wharf district has consistently had the highest hotel occupancy rate of any district in the City (the others districts with significant concentrations of hotels being Civic Center/Van Ness, Financial District, Nob Hill, Union Square and Lombard Street). During those years, according to Laventhol and Horwath, occupancy in Fisherman's Wharf hotels ranged from a high of 84% in 1980, 1981 and 1985 to a low of 78% in 1983. At the same time, the citywide average has fluctuated from a high of 77% in 1980 to a low of 70% in 1983. In those six years, occupancy in Fisherman's Wharf has been from 7 to 13 percentage points higher than the citywide average. During 1985, the occupancy rate for all first-class hotel rooms in Fisherman's Wharf (1,972 rooms) was 84%, compared to the citywide rate of 71% and the national rate of 64%.

Laventhol and Horwath has estimated that hotel demand in the Fisherman's Wharf area could support about 1,000 additional hotel rooms by 1995 while maintaining an area average occupancy rate of 85%, about 1,250 additional hotel rooms while maintaining an area average occupancy rate of 80%, and about 1,500 additional hotel rooms while maintaining an area average occupancy rate of 75%.

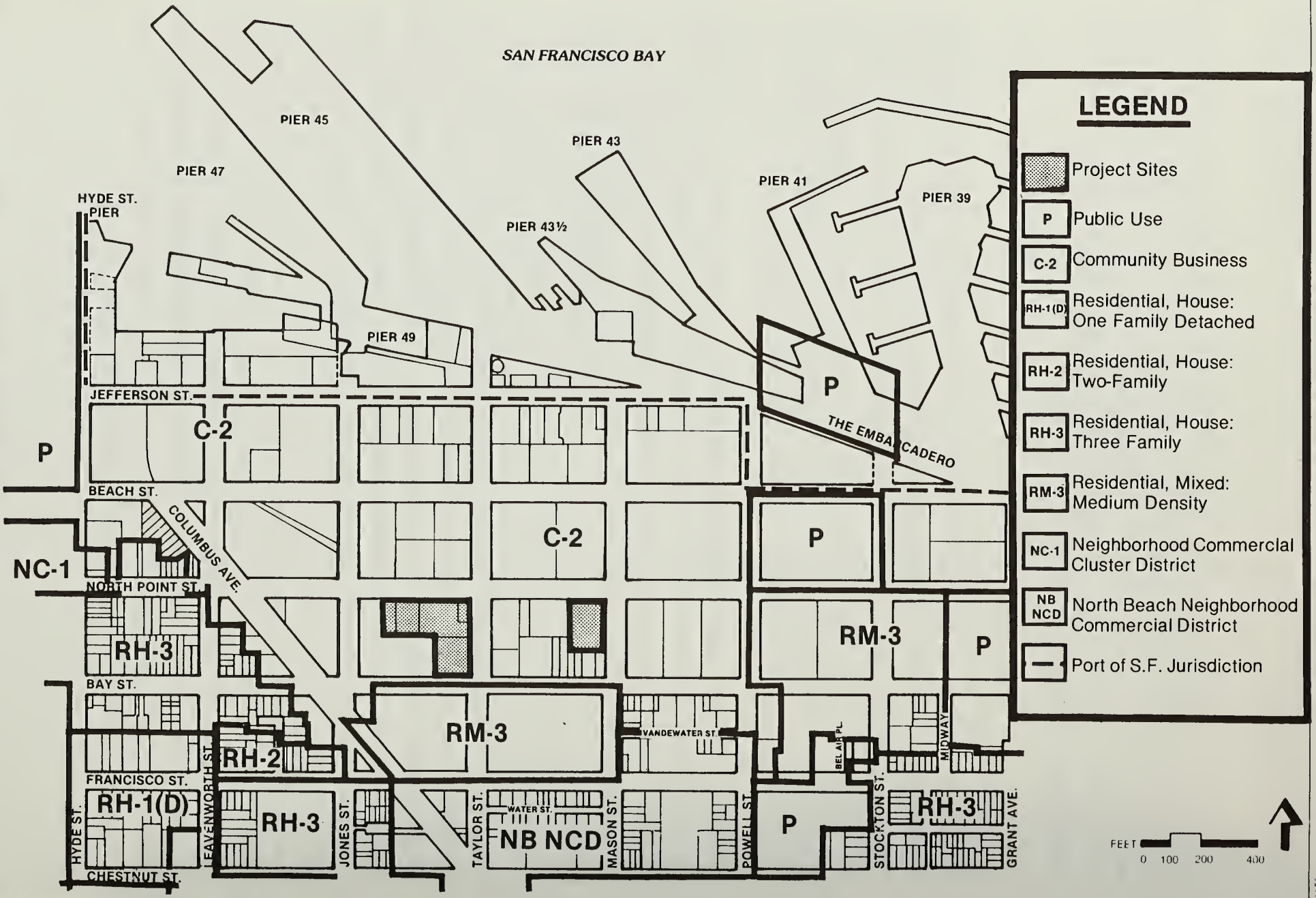
2. ZONING

The project sites are located in the C-2 (Community Business) zoning district, which encompasses most of the Fisherman's Wharf area north of Bay Street to the wharf (see Figure 13, page 41). In a C-2 District, professional and business offices, retail business and personal services, residential and hotel uses are permitted as principal uses. The project sites are each eligible for corner lot premiums pursuant to Section 125(a) of the City Planning Code, increasing allowable gross floor area on the sites.

The project sites are also located within the Northern Waterfront Special Use District No. 2, described in Section 240.2 of the City Planning Code. Development on the sites is subject to the provisions of this special use district which supercede the provisions of the C-2 zoning district. The applicable provisions of Section 240.2 state that Conditional Use authorization is required for (1) hotels; (2) developments providing more than the number of parking spaces required under Section 151; and (3) all uses other than accessory off-street parking areas of less than nine spaces, not screened from view from adjacent streets and other public areas. In addition, Section 240.2(f) allows a higher FAR of 5.0:1 compared to the 3.6:1 allowed in the C-2 District. The project sites are in the 40-X Height and Bulk District which controls the entire Northern Waterfront area. In this district the maximum allowable building height is 40 feet above the street. There is no requirement regarding maximum length or diagonal dimensions. Off-street parking is required for commercial uses in the C-2 District. According to Section 151 of the City Planning Code, the off-street parking requirement for hotel uses is one space for each 16 rooms. For restaurant use, one space is required for each 200 square feet of occupied floor area where the occupied floor area exceeds 5,000 square feet. For retail use, one space is required for each 500 square feet where the occupied floor area exceeds 5,000 square feet. For meeting rooms, one space is required for each eight seats where the number of seats exceeds 50 (based on occupancy of the room).

PLANNING CODE USE DISTRICTS

FIGURE 13



SOURCE: SAN FRANCISCO CITY PLANNING CODE

Section 152 of the City Planning Code includes requirements for off-street loading for projects in C-2 districts. No loading spaces are required for hotel uses less than 100,000 gsf, one space is required when the hotel contains from 100,001 to 200,000 gsf, and two spaces are required when the hotel contains from 200,001 to 500,000 gsf. The first freight loading space must have a minimum length of 25 feet, a minimum width of 10 feet and a minimum vertical clearance of 12 feet; others must have a minimum length of 35 feet, a minimum width of 12 feet and a minimum vertical clearance of 14 feet.

3. MASTER PLAN CONSIDERATIONS SUPER 8 HOTEL AND CLARION HOTEL

San Francisco Master Plan

The San Francisco Master Plan contains land use policies which apply to the proposed projects. There are several objectives and policies of the Commerce and Industry Element and the Northeastern Waterfront Plan Element that apply to the proposed projects.

From the COMMERCE AND INDUSTRY ELEMENT, the following objectives and policies apply to the project.

Objective 3, Policy 1: "Promote the attraction, retention and expansion of commercial and industrial firms which provide employment improvement opportunities for unskilled and semi-skilled workers."

Tourist and service-related industries, such as hotels and restaurants, typically hire a higher proportion of unskilled and semi-skilled workers than other industries. Many hotel jobs, particularly maintenance, food service and housekeeping require little or no previous training. However, many jobs in the hotel and visitor trade tend to be seasonal, relatively low-paying and lack opportunities for advancement. These types of entry-level and lower-skilled jobs in the proposed hotels could be held by low- and moderate-income persons already living in San Francisco.

Objective 10, Policy 1: "Guide the location of additional tourist-related activities to minimize their adverse impacts on existing residential, commercial and industrial activities."

This policy encourages visitor-oriented facilities to locate in those areas where present visitor attractions are primarily concentrated; Fisherman's Wharf is such an area. Restaurants and tourist-oriented facilities first began locating in the area in the 1930s, attracted by the supply of fresh fish and the atmosphere created by the fishing industry. Ghirardelli Square and the Cannery, two specialty retail, restaurant and entertainment centers adapted for reuse from older, industrial buildings were opened in the 1960s. Their success prompted the development of additional hotels and other tourist-oriented facilities in Fisherman's Wharf. Pier 39, developed in the 1970s, added restaurants and retail shops to the eastern end of the Wharf area. The proposed projects would be tourist-related services located in an area of concentrated tourism. Visitors would be accommodated in geographic proximity to a major visitor destination. This would lessen the need for automobile and transit trips, thus relieving traffic congestion and strain on the public transportation system.

Objective 5, Policy 4: "Avoid actions which may serve to displace desired existing maritime uses."

Objective 5, Policy 7: "Restore the fishing industry in San Francisco."

Fisherman's Wharf is the commercial fishing center for San Francisco. In addition to the fishing boats berthed in the lagoons, the area was historically a center of related industries, such as boat-repair, processing and canning, and maritime supply and equipment businesses. As the fishing industry has declined, so have the related uses. Changes in technology, the disappearance or decline of certain species, and the lack of maintenance of fishing facilities have caused a decline in the fishing fleet Maritime activities are currently concentrated north of Jefferson Street, between the Hyde Street Pier and Pier 45. The proposed projects are located two blocks south of Jefferson Street and would not displace or conflict with existing maritime activities.

The NORTHEASTERN WATERFRONT PLAN ELEMENT of the Master Plan also includes the following policies that are applicable to the proposed projects. The Fisherman's Wharf Area, as described in the Plan, is bounded by Van Ness Avenue and Bay Street and includes the piers west of Pier 35. The proposed projects would lie in the center of this area.

Land Use, Objective 2, Policy 1: "Limit additional uses which generate a concentration of activity during the same peak periods, in areas which are heavily impacted with such uses."

and,

Land Use, Objective 2, Policy 3: "Encourage land uses having different peak periods of activity within each sub-area of the Northeastern Waterfront to contribute to the area's diversity, to expand the period of use, to decrease peak period traffic congestion, to facilitate efficient use of the transit system and to preserve and enhance the environmental quality of the waterfront."

Construction of either or both of the proposed projects would result in a further concentration of hotel uses in the project area. This would generate increased concentration of activity during peak periods. The peak periods for travel demand for the proposed hotels are projected to be the same as for other hotels in the project vicinity but different from other retail, office and residential uses in the Fisherman's Wharf area and in downtown. Peak periods for parking for the proposed hotels would be similar to those for residential uses but different from other specialty retail and commercial recreation uses in the Waterfront.

Residential, Policy 2: "Encourage the development of additional housing wherever feasible (except on new or replacement fill), consistent with maximum maritime development."

Neither of the proposed projects involves the construction of housing. Neither site is on new or replacement fill. Construction on the project sites would not conflict with maximum maritime development as discussed above. An alternative has been included (pp. 166) discussing potential retail/housing development in the Super 8 Hotel project site.

Commerce, Policy 4: "Permit additional hotel space in locations which would enhance the mixture of uses. In areas where hotels are already concentrated, additional such facilities should be limited and should only be provided in combination with other uses."

The proposed hotel projects are in an area that contains a mixture of uses, such as hotel, retail, restaurant and residential. In recent years, hotel uses have become more concentrated in the area due to the completion of projects such as the Ramada Inn, Sheraton and Marriott hotels. The proposed projects, in conjunction with the proposed Pier 45 hotel, would contribute to a further concentration of hotel uses in the Fisherman's Wharf area. The projects would also contain some retail and restaurant uses on the ground floor oriented mainly to hotel guests and to provide pedestrian-oriented activity along Taylor and Mason Streets.

Fisherman's Wharf Area, Objective 2, Policy 4: "Balance existing commercial recreation and public assembly uses which generate most activity in summer, on weekends and during the evening, with uses, such as offices and residences, that would generate activity during other periods, thereby promoting the vitality and use of the area without substantially contributing to congestion. In particular, promote the development of housing on inland sites wherever possible."

The projects would be expected to generate a high level of activity throughout the year although travel demand would be highest during the summer tourist season. Peak travel demand from the projects would occur on weekend afternoons which would contribute to peak travel demand from existing commercial, recreation and public assembly uses in the Wharf area. The proposed projects would not include office uses. Although the project sites are located at the inland edge of the Wharf area where the above policy promotes housing, the proposed projects would not include residential uses. Alternative Four: Difference Use Alternatives (pp. 162) discusses use alternatives which address this policy.

Fisherman's Wharf Action Plan

The Fisherman's Wharf Action Plan (August 1981) contains objectives and policies to guide future development in the area within Port jurisdiction. The proposed projects are located two blocks south of the area defined by that Plan (shown on Figure 13, page 38). The Action Plan discussed Fisherman's Wharf generally and contains specific recommendations for Fish Alley-Hyde Street Pier, Pier 45 and Jefferson Street, three blocks north of the project sites. As a result of this Plan, several policies were added to

the Northeastern Waterfront Plan. An EIR was prepared on portions of the Action Plan (Amendments to the Comprehensive Plan, proposed by the Fisherman's Wharf Action Plan, Final EIR, 81.694E, certified July 14, 1983). Since they are not within the scope of the Action Plan, the proposed projects would not conflict with any of the policies recommended for those areas.

San Francisco Waterfront Special Area Plan

The proposed projects sites are near but not in an area under jurisdiction of the San Francisco Bay Conservation and Development Commission (BCDC). The area covered by the BCDC San Francisco Waterfront Special Area Plan is the land and water area located along the existing shoreline from the Hyde Street Pier to India Basin, including all areas within the jurisdiction of the Port of San Francisco (shown on Figure 13, page 38).

Northern Waterfront Study

The Department of City Planning is presently undertaking a Northern Waterfront Study involving the analysis of land use patterns and traffic and transportation related issues in the Northern Waterfront, defined as the area bounded by Van Ness Avenue on the west, the Bay on the north and Kearny Street on the east side. The southern boundary is formed by a line which more or less follows North Point Street between Van Ness and Columbus Avenue and a line which runs along or near Francisco Street between Columbus Avenue and Kearny Street (see page 73). The Northern Waterfront Study may result in a variety of proposed actions including possible rezoning, amendments to the Master Plan, and City Planning Code and changes in the traffic and transportation network. The recommendations of the study will be available by the end of 1987.

The relationship between applicable urban design policies of the Master Plan and characteristics of the proposed projects is discussed on page 87. The relationship between applicable architectural/historic resource policies of the Master Plan and the proposed projects is discussed on page 90.

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[1]The information on the San Francisco hotel market in general, and the Fisherman's Wharf hotel submarket in particular, is taken from Laventhol and Horwath, Market Analysis for the City of San Francisco Lodging Market, March 1986. The study was prepared for the Department of City Planning, in conjunction with the Super 8 Hotel and Clarion Hotel project sponsors.

B. URBAN DESIGN AND VISUAL QUALITY

Because of the variety of land uses in the area, the size, shape and style of buildings in the Fisherman's Wharf area tend to vary considerably. In general, though, they tend to be low-scale, ranging in height from one to four stories (10 to 40 feet). Some older buildings in the area which have been rehabilitated for commercial uses are long, bulky structures, often encompassing an entire block. Ghirardelli Square and the Cannery are prime examples of these. Some of the older buildings in the area used for restaurant or other commercial uses tend to be rather small (one or two stories tall, with street frontages between 25 and 40 feet long). The Ginsberg Pub adjacent to the Super 8 site and the 2585 Taylor Street building on the Clarion site are examples. Such small scale development is also found across from the North Point Shopping Center along Bay Street between Mason and Powell Streets, and on Taylor Street between North Point and Jefferson Streets.

There is also a considerable amount of new, larger scale development in the Fisherman's Wharf area, particularly within the immediate vicinity of the project sites. The Marriott Hotel, Holiday Inn, Ramada Inn, Sheraton Hotel, Cost Plus building, Liquor Barn building, North Point Shopping Center, North Point Apartment Complex, Travelodge, Pier 39 Garage and the Anchorage Shopping Center are all developments in the vicinity that rise to approximately 40 feet above the street and that cover all, or a significant portion, of their respective project blocks. These buildings establish the prevailing scale of development in the immediate vicinity of the project sites. (See Figures 14-16, pages 45-47 for project area photos.)

The facades of buildings in the area also vary. Brick can be found as a building material in older buildings such as Ghirardelli Square and the Cannery as well as a facade treatment on newer buildings such as the Holiday Inn and the Cost Plus building. Light-colored stucco, such as that found on the Marriott Hotel building, is also a prominent facade material in the area. Many of the newer buildings in the area, including the Ramada Inn, the Sheraton Hotel, the Longshoreman's Hall and the North Point Shopping Center, have facades of dark-colored wood siding. The North Beach Place Housing Project, adjacent to both project blocks, is a pastel-colored cement building.

PROJECT AREA PHOTOS

FIGURE 14

View of Super 8 Hotel Site looking west on North Point Street.

View of Super 8 Hotel Project Site looking south on Mason Street.

SOURCE: EIP ASSOCIATES

PROJECT AREA PHOTOS

FIGURE 15

View of Clarion Hotel Project Site from Cable Car Turnaround.

View of Clarion Hotel Project Site from North Point Street.

SOURCE: EIP ASSOCIATES

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PROJECT AREA PHOTOS

FIGURE 16

View looking southeast on Columbus Avenue from Francisco Street

View looking east on North Point Street from Hyde Street

SOURCE: EIP ASSOCIATES

In general, buildings in the area, tend to have simple rectangular shapes, straight roof lines, and relatively little ornamentation, a style typical of older development throughout the Northern Waterfront area. Throughout most of the area, buildings are built out to the property line. The continuous streetscape of these buildings, however, is sometimes interrupted by surface parking lots and service stations set back from the street front. The service station and parking lot on the Clarion site and the Unocal 76 station on the Super 8 project block are examples. Structures in the immediate project area range in age from about 5 to 75 years.

The pedestrian environment contains an assortment of food and souvenir stands which create a lively, participatory setting. Approaching the Wharf, the area becomes cluttered with an assortment of signs, many of which are large scale and partially obstruct pedestrian views of the water and fishing activity. Trash receptacles and minimal landscaping are located along most sidewalks.

Super 8 Hotel

The project block is bounded by Mason, Taylor, Bay and North Point Streets. The existing building on the project site is 18 feet high and is of reinforced concrete with a light colored terra cotta cladding. The building has no exceptional design characteristics and does not have a rating from the 1976 Department of City Planning Architectural Inventory or from Heritage. The Mason Street frontage is lined with eight full-grown Waxy Leafed Privet trees. There are no street trees or plantings along the North Point Street frontage.

The project block is built to the lot lines, except for the Unocal 76 service station at the corner of Bay and Taylor Streets and the 18-space Cost Plus parking lot on Taylor, midway between Bay and North Point currently being used as a plaza entry to the new Cost Plus retail store building. The largest building on the block is the recently completed Cost Plus building which is 40-feet high and has facade characteristics similar to other older brick-walled industrial buildings such as The Cannery and Ghirardelli Square with similar cornice lines, window size, and treated (sand-blasted) exterior brick.

The site is visible from points in both directions along both North Point and Mason Streets. The site is visible from above most clearly from Telegraph Hill and from a greater distance from Russian Hill.

Clarion Hotel

The project block is bounded by Taylor, Jones, Bay and North Point Streets. There are four existing buildings on the project site, the Shell Service Station (500 Bay Street), the Musto Building (535 North Point) and annex (555 North Point), and the small building at 2585 Taylor Street previously used by Cost Plus for its coffee and tea store. The existing buildings range in height from the 16-foot 2585 Taylor Street building to the 40-foot Musto Building. The Shell Service Station building and pump islands are typical of service stations built in the last 20 years and have no exceptional architectural characteristics. The 2585 Taylor Street building is a small, single-story, brick building with large, glass storefront windows and a painted, corregated steel overhang. This building has not been rated and has no exceptional architectural characteristics. The Musto Building is a three-story, brick industrial building (renovated for retail use in 1967) with large arched windows on the ground floor. The building was rated "1" in the 1976 DCP Architectural Inventory but has not been rated by Heritage (see following Section C. Historic, Architectural and Cultural Resources for further discussion of the Musto Building). The Taylor Street frontage of the project site is lined with six Waxy Leafed Privet trees. There are no street trees or plantings on the North Point or Bay Street frontages. The Musto Building annex is a one-story, concrete building which fronts on North Point Street and has no exceptional characteristics. The building has not been rated.

The remainder of the project block is occupied by the four-story Ramada Inn, which has a stucco facade on the ground floor and dark-colored wood siding on the upper floors.

The site is visible from points in both directions along both North Point and Taylor Streets and from the Longshoreman's Union Hall parking lot, at the northeast corner of Taylor and North Point Streets. The site is visible from above most clearly from Russian Hill and from a greater distance from Telegraph Hill. There are views of Coit Tower and the downtown skyline from the project site and from sidewalks north of the site on North Point Street.

C. HISTORIC, ARCHITECTURAL AND CULTURAL RESOURCES

Historic and Architectural Resources

The San Francisco Department of City Planning conducted a citywide inventory of architecturally significant buildings in 1976. In the 1976 Department of City Planning Architectural Inventory, approximately 10% of the City's entire stock of buildings was awarded a rating for architectural merit ranging from a low of "0" to a high of "5." The total number of buildings which were rated from "3" to "5" represent less than 2% of the City's entire building stock.

The project site and surrounding area were not included in the 1979 Foundation for San Francisco's Architectural Heritage (Heritage) survey of buildings of architectural and historic merit, as that survey encompassed only the Downtown C-3 zoning district. Under contract with the Department of City Planning, Heritage has since expanded its survey boundaries and has conducted preliminary ratings of buildings in the Greater Downtown. Heritage ratings for buildings in the Northern Waterfront have not been done in the past and are not currently under way.

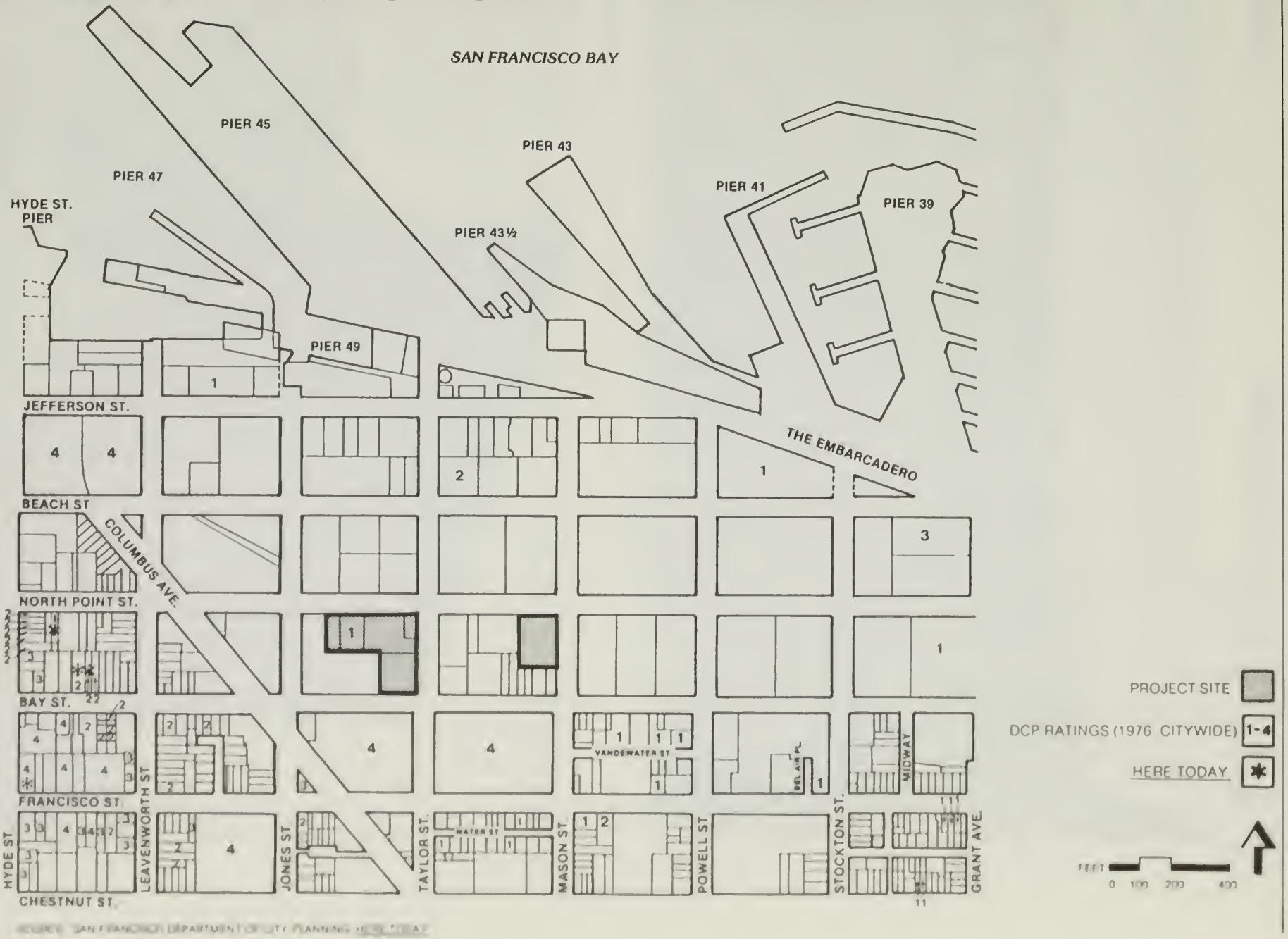
Here Today, published in 1968 by the Junior League of San Francisco, was the first city-wide survey of historic buildings. In organizing the survey, criteria suggested by the National Trust for Historic Preservation were used. These included, among others: (1) age, (2) a fine example of a notable architectural style, (3) a work of a notable architect or builder, (4) the site of a historic event, and (5) a building associated with a famous person. Buildings were not rated in Here Today; only their distinctive characteristics were described. On May 11, 1970, the Board of Supervisors passed Resolution No. 268-70, which recognized and accepted Here Today as the official City-wide survey and inventory of historically and architecturally significant structures (see Figure 17, page 51).

Clarion Hotel Site

The Musto Building (535 North Point Street), on the Clarion Hotel site, is rated "1" in the 1976 Department of City Planning Inventory (see Figure 18, page 52). The other buildings on the Clarion Hotel site are not rated by the Department of City Planning and have no

ARCHITECTURALLY RATED AND / OR HISTORICAL BUILDINGS IN THE PROJECT VICINITY

FIGURE 17



PHOTOGRAPHS OF EXISTING MUSTO BUILDING

FIGURE 18

View of East Facade from Taylor Street

View of North Facade from North Point Street

SOURCE: EIP ASSOCIATES

historic merit. The site is not located in a Conservation or National Register Historic District.

The Musto Building was described in Here Today but it has not been evaluated to determine if it would be eligible for the National Register. The building was constructed in 1906-1907 of brick with wooden post and beam construction and was the site of the Joseph Musto & Sons. marble works which included the entire project site. The marble works relocated to this site from the site now known as Musto Plaza, at 707-715 Battery Street between Pacific and Broadway Streets after the 1906 earthquake destroyed the original facility on Battery Street. The existing Musto Building housed the marble cutting functions of the company.

About forty to fifty feet to the east of the existing Musto Building was another building which housed the offices and showroom for the company. The office building was a 25' x 25' three story building with a stucco facade. The area between the existing Musto Building and the office building was used for stonecutting and storage. From the office building to Taylor Street, along North Point Street, there were low wooden garages which were used for storage, as was the remainder of the site which was unbuilt. The marble company went out of business in 1965 and the site was leased to Cost Plus in 1966. In 1967, Cost Plus demolished the office building and wooden garages in order to provide a parking lot for its customers.[1] The other buildings on the site are not rated.

Super 8 Hotel Site

The building on the Super 8 Hotel site has not been rated by Heritage or the Department of City Planning and is not a City landmark. It was not mentioned in Here Today. It does not have architectural or historic importance.

Cultural Resources[2]

No evidence exists of prehistoric activity at the project sites or in their vicinity.

The earliest recorded history in the vicinity of the project sites dates from the Gold Rush period when, in 1852, a politician and entrepreneur named Henry Meiggs attempted to

stimulate the development of San Francisco's North Beach area by erecting a long wharf immediately east of the Super 8 Hotel project site (about one block east of the Clarion Hotel site). At the time, the project sites were still submerged under the waters of the Bay. The development scheme failed and Meiggs later fled San Francisco in the midst of a scandal over his fraudulent business dealings. The Wharf remained, however, and for many years thereafter was the only structure located in the immediate vicinity of the proposed hotel sites. Archival data indicate that during the late 1850s, 1860s and 1870s, the wharf was used as a convenient runway for cartloads of trash dumped into the Bay. Later, in the 1880s, the area was filled to provide additional land for development. Following the 1906 earthquake, the Fisherman's Wharf area began to take on the working-class, commercial character by which it was known throughout most of the twentieth century. During the last seventy years, the project sites have contained a variety of commercial and light industrial uses.

The Super 8 Hotel site has been in warehouse/office use since 1946, when the present building was constructed. Before that the site contained the storage and office facilities of a construction company. The building is now vacant. Most recently the Clarion Hotel site was developed for a variety of uses, including retail, public parking and a service station.

At the time of the construction of Meiggs' Wharf, the proposed hotel sites were under about seven feet of water. Since that time filling has occurred (during the 1880s), leaving the sites in a relatively flat area between 8.7 and 9.7 above the mean high tide line.

The proposed Super 8 Hotel project would involve excavation to a depth of about 15 feet, which would probably be below the foundation level of the existing building. The excavation would disturb soils, probably not exposed since the mid-1880s.

The proposed Clarion Hotel project would involve excavation to a depth of about 18 feet, which would be below the foundation level of the existing buildings (all existing buildings on the site have only surface level foundations). The excavation would disturb soils which were the result of fill during the 1880s.

Artifacts of consequence from this era found in a 1979 program of archaeological testing near the sites included Chinese ceramics, glass bottles and metal specimens from the City Building Period which have served to expand the historic record of the people and events of that era.

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[1]Mr. Norman L. Ackley, representative, Joseph Musto Estate Company, and Musto Properties, Inc., telephone conversation, January 23, 1987. City records and Sanborn maps.

[2]Two archaeological reports entitled "Cultural Resources Evaluation of the Super 8 Motor Inn Project Site, San Francisco, California" and "Cultural Resources Evaluation of the Clarion Hotel Project Site, San Francisco, California" were prepared for the proposed hotel sites by Allen G. Pastron, Ph.D., President of Archeo-Tec, Inc. and are on file with the Office of Environmental Review, Department of City Planning, 450 McAllister Street, San Francisco.

D. TRANSPORTATION

Primary intra-city access to and from the project sites would occur on North Point Street, Bay Street, Van Ness Avenue, Columbus Avenue and The Embarcadero, which are designated Major Thoroughfares" in the Transportation Element of the City's Master Plan. Jefferson Street and Beach Street are identified as recreational streets.[1] Regional access to and from the North Bay is available via the Golden Gate Bridge and U.S. 101 with freeway entrances/exits at the western ends of Marina Boulevard and Richardson Avenue. Regional access to and from the East Bay and the Peninsula is available via the Embarcadero Freeway (I-480) and either U.S. 101 or I-80 (Bay Bridge). Freeway ramps are located at Broadway and Sansome/Battery Streets and on Washington and Clay Streets adjacent to Maritime Plaza. Bay Street is used as a weekday peak period auto route for travel between Western San Francisco and the North Bay and downtown San Francisco as well as a primary access route for the Northern Waterfront.

All or portions of Jefferson, Beach, North Point, Bay, Hyde, Polk and Taylor Streets, Van Ness and Columbus Avenues and The Embarcadero are designated "Transit Preferential Streets" in the Master Plan.[2]

Columbus Avenue as well as sections of Beach, Polk and Bay are designated as a "Preferred Commute Bicycle Route" in the Transportation Element of the City's Master Plan. The Embarcadero is a Class I Bikeway; Beach and Polk Streets are Class III Bikeways. Bay Street is part of the Preferred Commute Bike Route.

EXISTING TRAFFIC[3]

Existing Levels of Service (LOS) and volume-to-capacity ratios (V/C ratios) were computed for 26 Northern Waterfront intersections in the weekday p.m. peak hour and 14 intersections in the weekend peak hour. Except for intersections along Bay Street most intersections currently operate at level of service (LOS) "A," "B" or "C" during the p.m. peak hour both on weekdays (5:00 p.m. - 6:00 p.m.) and weekend (3:00 p.m. - 4:00 p.m.) days.[4]

Three intersections are operating at LOS "D" or worse during the weekday p.m. peak hour (Franklin/Bay - D, Embarcadero/Bay - D and Columbus/Bay - E). During weekend p.m. peak hours, both Van Ness/Bay and Columbus/Bay operate at LOS "E," Hyde/Beach experiences LOS "D" primarily due to pedestrian and cable car conflicts and the intersections of Taylor/Jefferson, North Point/Embarcadero, North Point/Van Ness and Bay/Embarcadero are at LOS "C." Of the 26 intersections analyzed in the Northern Waterfront, these eight intersections can be considered the weather vanes for the traffic flow in the study area. Figure 19, page 58, shows existing weekday intersection performance and Figure 20, page 59, shows existing weekend intersection performance.

Super 8 Hotel Site Area

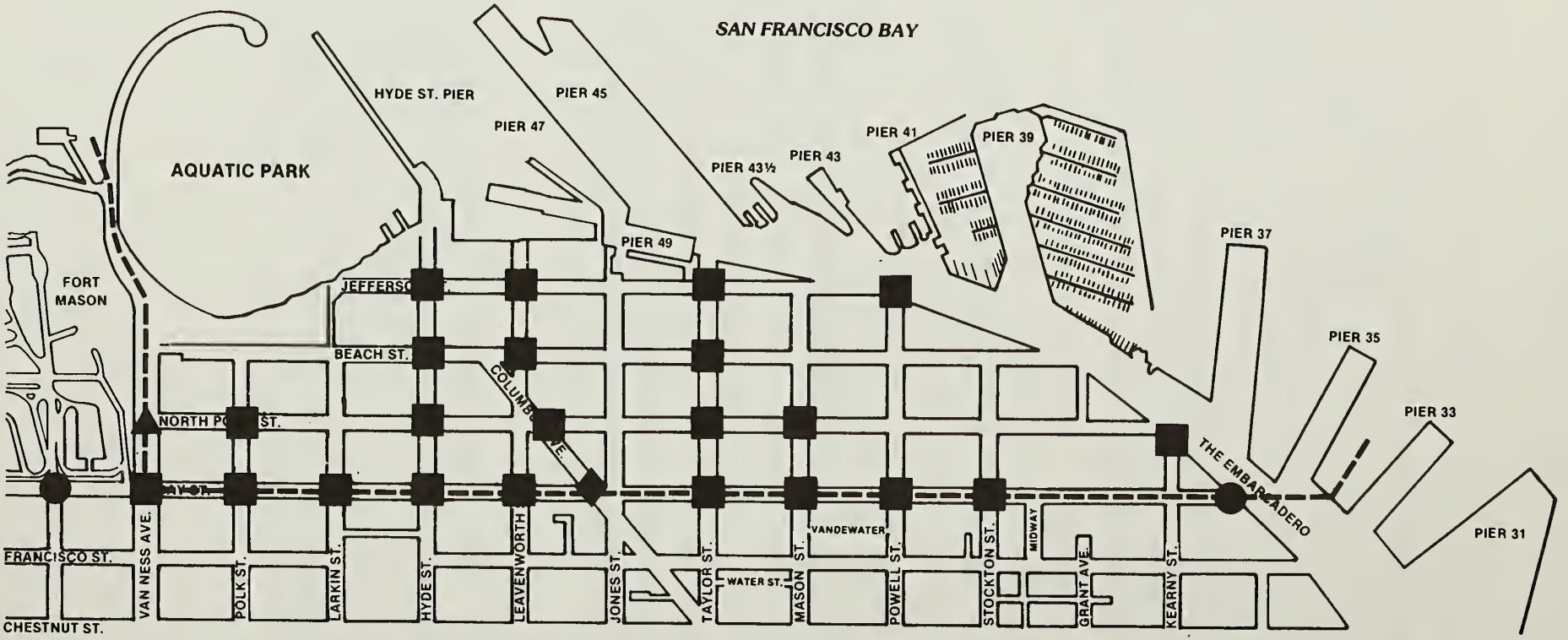
There is localized congestion along North Point Street on Saturday afternoons because of heavy pedestrian flows and delays associated with cars accessing parking facilities in the wharf area. At North Point and Mason traffic movement through the intersection is hampered by congestion at the entrance to the North Point Shopping Center Parking Garage, located in the east side of Mason Street between North Point and Bay Streets. Vehicles make a northbound right turn and a southbound left turn into the garage, causing traffic on Mason Street to back up just south of the intersection at North Point. Traffic on North Point Street turning onto Mason Street southbound is slowed by this congestion, thereby affecting traffic flows on North Point Street as well. In contrast, traffic flows fairly smoothly through this area during the weekday p.m. peak-hour.

Clarion Hotel Site Area

At North Point and Taylor, traffic movement through the intersection is hampered both by heavy pedestrian flows in Taylor Street and by congestion at the entrance to the existing 81-space parking lot on the Clarion Hotel site. Over 2,000 pedestrians were observed to cross North Point Street along Taylor Street during the afternoon peak on a Saturday and many were observed to walk across on the "don't walk" signs.

EXISTING WEEKDAY INTERSECTION PERFORMANCE PM PEAK HOUR

FIGURE 19



LEVEL OF SERVICE

A, B

C

D

E

NORTHERN WATERFRONT TRANSPORTATION STUDY AREA BOUNDARY

SOURCE: DKS ASSOCIATES

FEET 0 200 400 800

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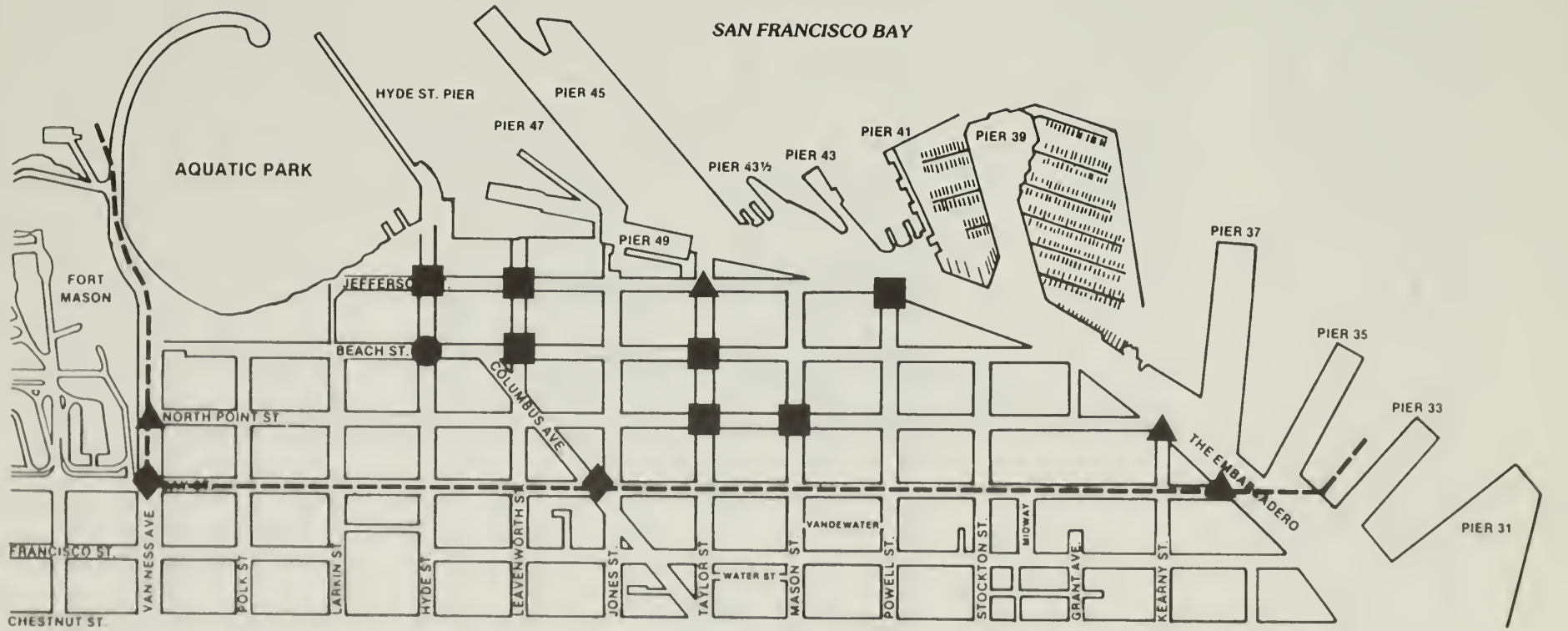
EXISTING WEEKEND INTERSECTION PERFORMANCE PM PEAK HOUR

FIGURE 20



LEVEL OF SERVICE

- A, B
- C
- D
- E
- F

NORTHERN WATERFRONT TRANSPORTATION STUDY AREA BOUNDARY

FEET 0 200 400 800

SOURCE: DKS ASSOCIATES

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Traffic on North Point Street was usually delayed several seconds on the green signal phase waiting for pedestrians to clear the intersection. Traffic on North Point Street was also observed to be delayed by vehicles making a westbound left turn and an eastbound right turn into the Clarion Hotel site parking lot. The lot was observed to be at capacity on a Saturday afternoon and vehicles would queue up at the driveway, waiting for a space to open up creating temporary conditions of grid lock.

Traffic on Taylor Street was often delayed by vehicles on North Point Street blocking the intersection which were in turn delayed by the congestion at the Clarion Hotel site parking lot. In contrast, traffic flows fairly smoothly through this area during the weekday p.m. peak-hour.

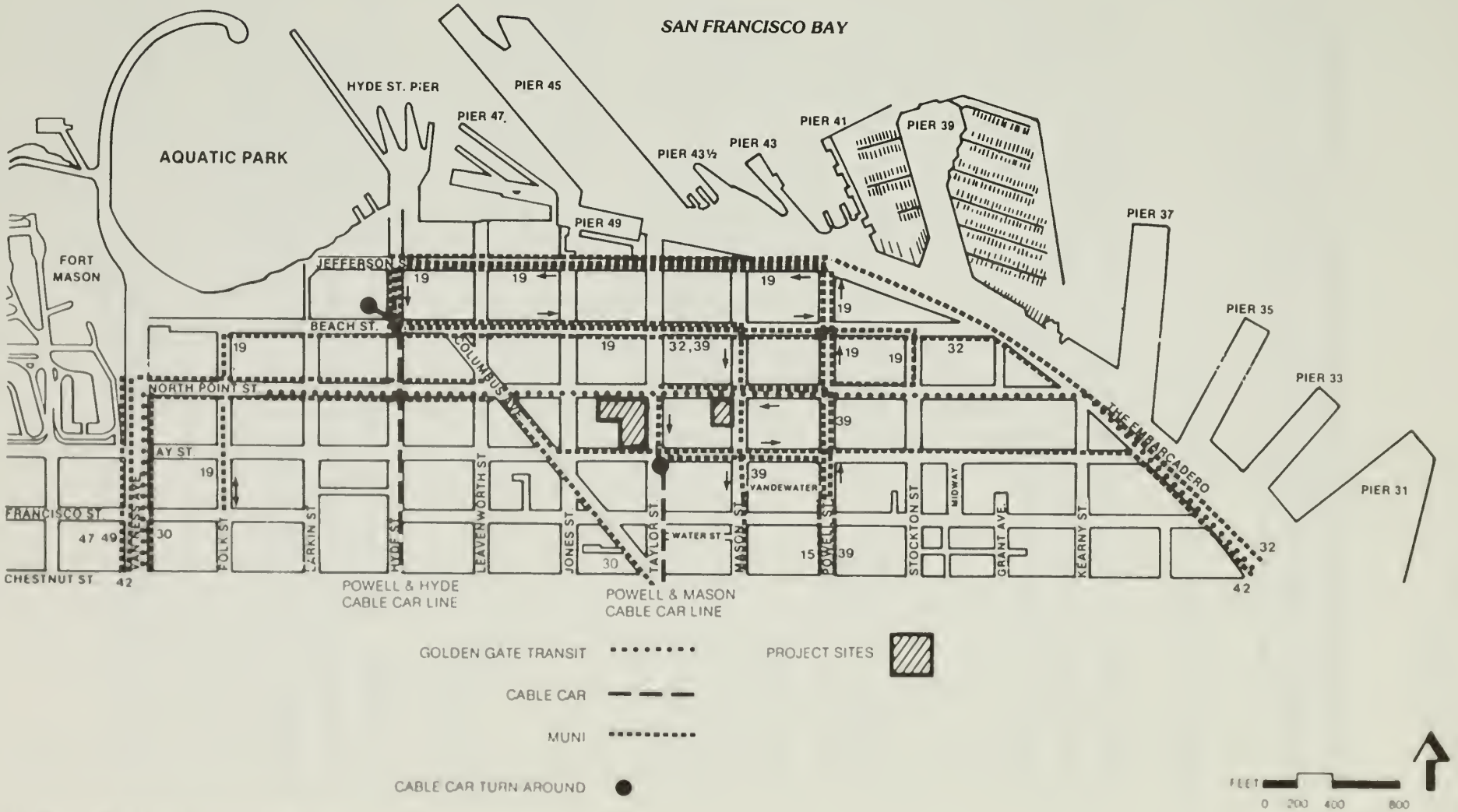
TRANSIT OPERATIONS

One MUNI route, the 15-Third, directly serves both the project sites, while five others -- the 19-Polk, the 30-Stockton, the 32-Embarcadero, the 39-Coit and the 42-Downtown Loop -- all operate within one to three blocks of the project sites (see Figure 21, page 61). The 15-Third (which has a terminus on North Point at Mason and stops on Taylor at North Point) provides service between Fisherman's Wharf, the Financial District and southern San Francisco via Third Street. The 19-Polk operates between Fisherman's Wharf, the Civic Center, Potrero Hill and Hunter's Point. The 30-Stockton operates between the Marina, Chinatown (via Stockton Street) and the SP Caltrain depot. The 32-Embarcadero operates between Fisherman's Wharf and the Caltrain depot via The Embarcadero. The 39-Coit runs between Fisherman's Wharf and Telegraph Hill. The 42-Downtown Loop serves a closed loop that includes Fisherman's Wharf, the Financial District, the South of Market area and Van Ness Avenue. All of these lines except the 39-Coit serve BART stations along the Market Street corridor.

In addition to these routes, the Powell-Mason cable car line terminates at the intersection of Taylor and Bay Streets within one block of the Super 8 site and adjacent to the Clarion site. The cable car serves Fisherman's Wharf, Chinatown, the Union Square shopping area and the Powell Street BART station. Golden Gate Transit operates weekday commute period bus service between the North Bay and downtown San Francisco along North Point Street (a bus stop is located at North Point and Taylor Streets).

EXISTING TRANSIT SERVICE

FIGURE 21



SOURCE: SAN FRANCISCO MUNICIPAL RAILWAY, 1986

8416/85016

Existing transit ridership information indicates that with the exception of the cable cars, transit service within the Wharf is generally underutilized. Weekday PM peak period load factors for the eight Muni lines serving the Wharf average approximately 0.39 passengers per seat. The cable cars on the other hand are very full with a load factor of about 1.77 passengers per seat in the PM peak period.[5]

Specific data were collected regarding cable car ridership on weekends.[6] Patrons were observed boarding and alighting cable cars between 10:00 a.m. and 6:00 p.m. at the two terminals located at Beach/Hyde and Bay/Taylor. The peak hourly patronage occurred between 12:00 and 1:00 p.m. with about 1,760 riders. Additionally, waiting times to board a cable car at the Beach/Hyde turnaround were surveyed. Between 12:00 noon and 6:00 p.m., cable car waits ranged between 50 and 65 minutes. Wait times observed at the Bay/Taylor turnaround were somewhat less, averaging between 30 to 45 minutes throughout the survey.

PEDESTRIANS

Based on site visits conducted by DKS Associates during the afternoon of a typical weekend (3:00 - 5:00 p.m. on a Saturday) and during the p.m. peak period (4:00-6:00) of a typical weekday, the following observations were made.[7]

During the weekday p.m. peak period (4:00 - 6:00), pedestrian activity at Fisherman's Wharf was relatively low with pedestrian flows generally in the unimpeded and impeded range. (Pedestrian Flow Regimes are defined and pedestrian counts are provided in the Appendix C.)

On weekends, especially on Saturday and Sunday afternoons (12:00-5:00 p.m.), the Northern Waterfront area is lively with heavy pedestrian activity. Pedestrians were observed to be concentrated along Jefferson Street between Pier 39 and Hyde Street, along Beach Street between Taylor Street and Polk Street, along Taylor Street between Jefferson Street and Bay Street and along The Embarcadero. Hyde Street, Leavenworth Street and Jones Street between Jefferson and Beach Streets also have a lot of pedestrian activity. Taylor Street, which runs adjacent to the Clarion Hotel site, serves as a

pedestrian corridor between the Powell Street-Mason Street cable car terminal at Taylor and Bay Streets and the Fisherman's Wharf activity areas along Beach and Jefferson Streets.

On weekends, the Hyde/Beach north crosswalk and the Beach Street south sidewalk between Hyde and Larkin are constrained. At Jefferson/Taylor, the south crosswalk is crowded and four of the eight sidewalks approaching the intersection are constrained or crowded. The Embarcadero north sidewalk at Powell is constrained. Sidewalks and crosswalks at Taylor/North Point and Taylor/Bay remain with unimpeded or impeded conditions.

PARKING

Several surveys of weekend parking occupancy have been performed in the Northern Waterfront over the past ten years. Recent surveys (1985-86) conducted by San Francisco Department of City Planning[8] indicate that on-street parking is 101% occupied and off-street parking is 90 percent occupied on typical Saturdays. Figure 21 shows the location of off-street parking lots and garages in the Northern Waterfront. Surveys of parking occupancy conducted in 1973, 1975[9] and 1981[10] in the Fisherman's Wharf area show similar conditions on weekends. Weekday parking is generally more available; however, on-street parking is fully utilized. A survey of on-street parking indicated 98 percent occupancy during weekday afternoons.[11]

On-street parking conditions were surveyed in the areas immediately south of the Northern Waterfront. Most of this area is currently within residential permit parking area "A" (see Figure 22, page 64). During weekday afternoon, weekday night and weekend afternoon periods, on-street parking was found to be fully utilized. There is no underutilized on-street parking within the Northern Waterfront and on its perimeter. As vehicles leave spaces, they are immediately taken, indicating a large latent demand for the convenience and low cost of this parking.

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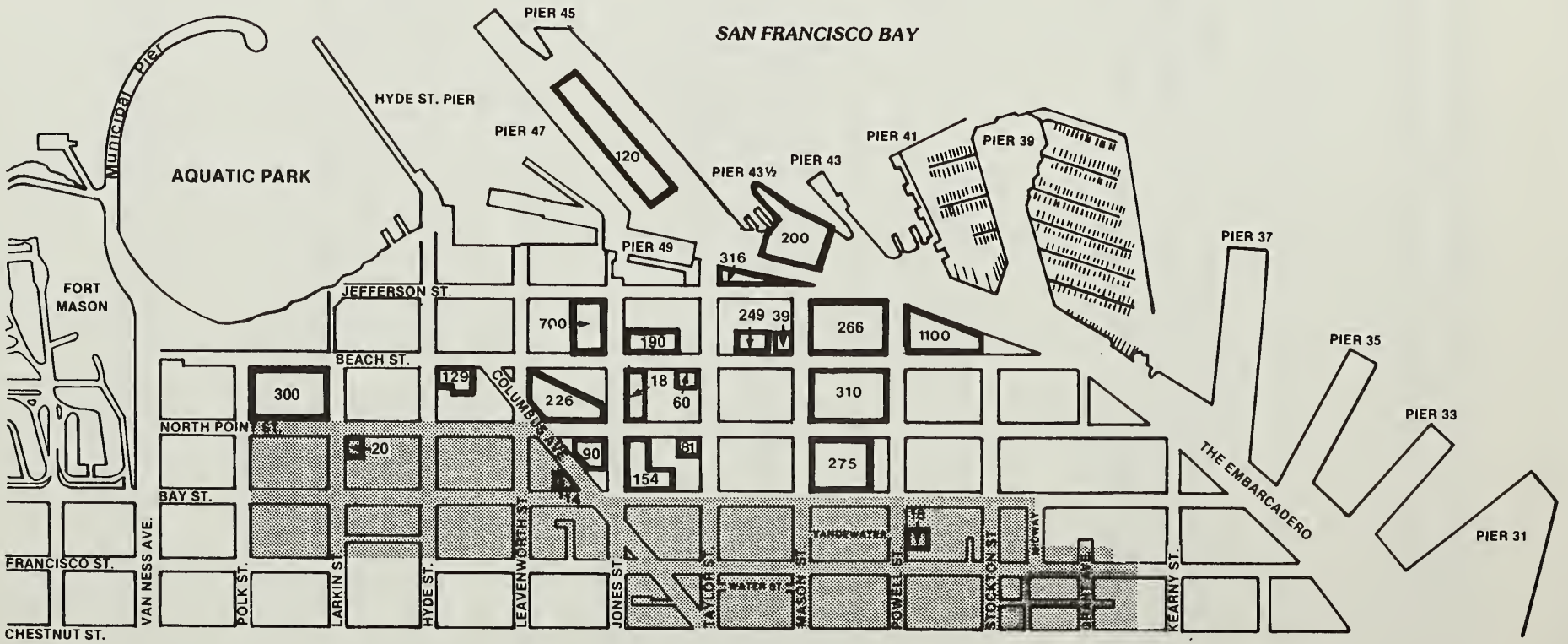
[1] A Major Thoroughfare is defined as a crosstown thoroughfare whose primary function is to link districts within the City and to distribute traffic from and to freeways. The route is generally of city-wide significance.

PUBLIC OFF-STREET PARKING IN THE NORTHERN WATERFRONT

FIGURE 22



SOURCE: SAN FRANCISCO DEPARTMENT OF PUBLIC WORKS;
SAN FRANCISCO DEPARTMENT OF CITY PLANNING

4166/85016

[2]"Transportation: An Element of the Master Plan," Department of City Planning, City and County of San Francisco, January, 1983. A Transit Preferential Street is defined as an important street for transit operations where interference with transit vehicles by traffic should be minimized.

[3]Information in this section is derived from "Northern Waterfront Traffic and Transportation Study", Final Consultants Report, prepared by DKS Associates for the City of San Francisco, March 1987.

[4]Traffic counts conducted by DKS Associates, 1986.

[5]Based on conversations and data provided by Bill Wycko and Rebecca Kohlstrand, San Francisco Department of City Planning, August, 1986. Bus boarding and alighting data based on route profile reports prepared for Muni, Spring, 1984 and Department of City Planning Boarding and Alighting Counts, Spring, 1986. The cable car system was not in operation in Spring 1984. Cable car data from MUNI Information Office and Department of City Planning.

[6]Cable Car Survey conducted by DKS Associates, March 29, 1986.

[7]Site visits and pedestrian counts made by DKS Associates on March 26, 1986 and March 29, 1986.

[8]Surveys conducted by San Francisco Department of City Planning, 1985-86, provided by Bill Wycko, transportation planner, Department of City Planning, January, 1987. Surveys show 1,590 on-street parking spaces and 4,875 off-street spaces in the Northern Waterfront study area.

[9]"North Point Park/Marina Final EIR," EE75.368, San Francisco Department of City Planning, Certified August, 1976, pages 83 and 84. Data for 1973 from:

- "A Study of Vehicular and Pedestrian Traffic in the Fisherman's Wharf Area," Fisherman's Wharf Merchants Association, by Robert E. David September 18, 1973. Indicated parking was a problem at peak periods, but somewhat available during weekdays.

Data for 1976 from:

- San Francisco Department of Public Works and Department of City Planning surveys made on the weekend after Labor Day, 1975 and on a weekday during the same week. Indicated that on-street parking had very high occupancy rate on weekdays and weekends. Also found that off-street parking had relatively high occupancy, although some lots in the central area of Fisherman's Wharf had lower occupancies.

[10]"Fisherman's Wharf Action Plan: Transportation Impact Analysis," Case Study No. 81.694E, San Francisco Department of City Planning, by DKS Associates, January, 1982. Indicates that on-street and off-street parking was over 90% occupied.

[11]Survey conducted by EIP Associates, May 25, 1985. The survey found 872 cars parking in 891 on-street spaces in the central portion of the Northern Waterfront.

E. AIR QUALITY

The Bay Area Air Quality Management District (BAAQMD) operates a regional monitoring network that measures the ambient concentrations of six air pollutants: ozone (O3), carbon monoxide (CO), total suspended particulates (TSP), lead (Pb), nitrogen dioxide (NO2), and sulfur dioxide (SO2). On the basis of the monitoring data, the Bay Area, including San Francisco, currently is designated a non-attainment area with respect to the federal ozone and CO standards. A four-year summary of the data collected at the BAAQMD monitoring station nearest the project sites (about four miles southeast at 900 23rd Street) is shown in Appendix C, page A-60, together with the corresponding federal and/or state ambient air quality standards. In 1985, there were three violations of the state and federal eight-hour CO standard, and the annual geometric mean for particulates was also in excess of the standard. In 1984, there was one violation of federal and state ozone standards, one violation of the federal and state eight-hour CO standards, and five violations of the previous state 24-hour average TSP standard; in 1983, there was one violation of the federal and state one-hour average ozone standards and four violations of the previous state 24-hour average TSP standard; in 1982 there was one violation of the federal and state eight-hour CO standard, and three violations of the previous state 24-hour average TSP standard.[1]

BAAQMD has conducted two CO "hotspot" monitoring programs in the Bay Area, including San Francisco. One CO monitoring program was conducted during the winter of 1979-80 and included the intersection of Washington and Battery Streets in San Francisco, about one mile southeast of the sites.[2]

The high eight-hour average concentration was 10.1 ppm, which violates the 9-ppm state and federal standards by 1.1 ppm. The high one-hour average concentration of 15 ppm does not violate the 20-ppm state standard or the 35-ppm federal standard. Another CO monitoring program was conducted during the winter of 1980-81 and included the San Francisco intersections of Geary and Taylor Streets, about 1.3 miles south of the sites, and ~~at~~ 100 Harrison Street at Spear, about two miles southeast of the sites.[3] At Geary and Taylor the observed high eight-hour average concentration was 11.5 ppm, which violates the standards by 2.5 ppm and the high one-hour concentration was 15 ppm, which

does not violate the standards. At Harrison Street the observed high eight-hour and one-hour average concentrations were 7.8 ppm and 13 ppm, respectively, which do not violate the standards. These data indicate that locations in San Francisco near streets with high traffic volumes and congested flows may experience violations of the eight-hour CO standard under adverse meteorological conditions.

Comparison of these data with those from other BAAQMD monitoring stations indicate that San Francisco's air quality is among the least degraded of all the developed portions of the Bay Area. Two of the three prevailing winds, westerly and northwesterly blowing off the Pacific Ocean reduce the potential for San Francisco to receive pollutants from elsewhere in the region.

San Francisco's air quality problems, primarily CO and TSP, are due largely to pollutant emissions from within the City. CO is a non-reactive pollutant and its major source is motor vehicles. CO concentrations are generally highest during periods of peak traffic congestion. TSP levels are relatively low near the coast, increase with distance inland, and peak in dry, sheltered valleys. The primary sources of TSP in San Francisco are demolition and construction activities, and motor vehicle travel over paved roads.

San Francisco contributes to regional air quality problems, including ozone, which affect other parts of the Bay Area. Ozone is not emitted directly from sources, but is produced in the atmosphere over time and distance through a complex series of photochemical reactions involving hydrocarbon (HC) and nitrogen oxide (NOx) emissions, which are carried downwind as photochemical reaction occurs. Ozone standards are exceeded most often in the Santa Clara, Livermore, and Diablo Valleys, because local topography and meteorological conditions favor the buildup of ozone and its precursors.

In 1982, motor vehicles were the source of 86% of the CO, 46% of the hydrocarbons (HC), 44% of the TSP, and 56% of the nitrogen oxides (NOx) emitted in San Francisco, while power plant fuel combustion was the largest single source of sulfur oxides (SOx), about 33% of the total.[4] These percentages are expected to apply reasonably well to current conditions.

In response to the Bay Area's ozone and CO nonattainment designations, the Association of Bay Area Governments (ABAG), BAAQMD, and the Metropolitan Transportation Commission (MTC) prepared and adopted the 1982 Bay Area Air Quality Plan, which establishes pollution control strategies to attain federal ozone and CO standards by 1987 as required by federal law.[5] These strategies were developed on the basis of detailed subregional emission inventories and projections, and mathematical models of pollutant behavior, and consist of stationary and mobile source emission controls and transportation improvements. The BAAQMD, MTC, and California Bureau of Automotive Repair (a state agency) have primary responsibility for implementation of these strategies.

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[1]State standards for particulate matter changed in 1983 to concentrate on fine particular matter which has been demonstrated to have health implications when inhaled. Concentration standards also changed. There is not yet an adopted method for monitoring fine particulate matter. Until the State adopts a method, it is not possible to determine what proportion of TSP in San Francisco would be subject to review against the new standards.

[2]Association of Bay Area Governments, AQMP Tech Memo 33, "Summary of 1979/1980 Hotspot Monitoring Program," Berkeley, California, June 1980.

[3]Association of Bay Area Governments, AQMP Tech Memo 40, "Results of the 1980/1981 Hotspot Monitoring Program for Carbon Monoxide," Berkeley, California, January 1982.

[4]Bay Area Air Quality Management District (BAAQMD), "Base Year 1982 Emissions Inventory Summary Report," San Francisco, California, November 1, 1983.

[5]Association of Bay Area Governments (ABAG), BAAQMD and MTC, 1982 Bay Area Air Quality Plan, Berkeley, California, December 1982.

IV. ENVIRONMENTAL IMPACTS

INTRODUCTION

An Initial Study of the proposed projects was published on October 17, 1986 and it was determined that an Environmental Impact Report (EIR) was required. The Initial Study concluded that the following issues required no further study since they would either have insignificant impacts or the impacts would be mitigated to insignificant levels through mitigation measures included in the building design or committed to in the Initial Study: light and glare, on-site population, employment and housing, winds, shadows, operational noise, construction-generated air quality, odors, utilities/public services, biology, geology/topography, water, energy and hazards. Therefore this EIR does not discuss the above issues. The Initial Study is incorporated as Appendix A, pages A-1 to A-49 and may be referred to for discussion of these issues.

Not all of the impacts discussed in this section are physical environmental effects as defined by the California Environmental Quality Act (CEQA). They are included for informational purposes only.

A. LAND USE AND ZONING

1. LAND USE

Super 8 Hotel

The existing vacant warehouse would be demolished and the site would be excavated for construction of the proposed project. The proposed project would change and increase the intensity of uses on the site. Total gross constructed area, including all hotel, associated commercial and parking uses would increase from 51,600 to 108,823 square feet. Gross floor area, excluding required parking area and some mechanical area would increase from

about 51,600 to 89,615 square feet. Table 6, page 72, summarizes the changes in intensity by land use category.

The proposed project would increase hotel space on the project site by 78,877 gsf and 194 rooms. In conjunction with other proposed hotels, the project would contribute to an intensification of hotel uses in the Fisherman's Wharf area.

Clarion Hotel

The existing buildings and parking lot would be demolished and removed and the northern portion of the site (Lots 1, 5a and 6) would be excavated for construction of the proposed project. The proposed project would change and increase the intensity of uses on the project site (retail, service station and parking). Total gross constructed area, including all hotel, associated commercial and parking uses would increase from 35,343 to 284,759 square feet. Gross floor area, excluding parking and loading would increase from about 35,343 to 247,809 square feet. Table 6 summarizes the changes in intensity by land use category.

The proposed project would increase hotel space (including meeting space and associated restaurant and retail) on the project site by 244,981 gsf and 374 rooms. In conjunction with the proposed Super 8 and Pier 45 hotels, the proposed project would contribute to an intensification of hotel uses in the Fisherman's Wharf area.

The proposed hotel projects, if both were approved as proposed, would increase the number of hotel rooms in the Fisherman's Wharf area by 568, or 27.7%; there would be a 2.4% increase in hotel rooms citywide. In conjunction with the proposed 500-room Pier 45 hotel there would be a 52.2% increase in hotel rooms in Fisherman's Wharf and a 4.5% increase in citywide hotel rooms. Hotels uses would increase in dominance in the area especially in the blocks bounded by Bay, Columbus, Beach and Powell Streets. These projects, singly or in combination, would continue the intensification of hotel uses in the Fisherman's Wharf area as evidenced by the construction of the Marriott, Sheraton, Howard Johnson's and Ramada Inn hotels since 1975.

TABLE 6

PROJECTED CHANGE IN LAND USES

Land Use Type	Existing		Proposed			Net Change
	Super 8 Site	Clarion Site	Super 8 Hotel	Clarion Hotel	Combined Projects	
Hotel			78,877	224,228	303,105	+303,105
Associated Retail/ Restaurant			2,025	13,441	15,466	+15,466
Specialty Retail		27,100[1]				-27,100
Meeting Space				7,312	7,312	+7,312
Parking, Loading and Ramps		81 surface spaces	22,781	36,950	59,731	+59,731
Vacant Warehouse	51,600					-51,600
Automobile Service Station		8,243				-8,243
Mechanical, Services & Storage			5,140	2,828	7,968	+7,968
Total Gross Square Feet of Constructed Floor Area	51,600	35,343	108,823	284,759	393,582	+306,639

[1]There is 16,600 gsf retail space in the Musto Building, 1,500 gsf in the old Cost Plus Coffee and Tea Store and 9,000 gsf of retail space in the 555 North Point Street Building.

Potential Cumulative Development Scenarios for the Northern Waterfront Study Area[1]

As part of its ongoing study of the Northern Waterfront, the Department of City Planning (DCP) has developed several scenarios for testing the impacts of future land use development policies (see Page 45). Three different land use scenarios were compared. The amount of potential future land use change was estimated from an analysis of "soft sites" where future development would be likely to occur in the next 15 to 25 years. Land use scenario "A" identifies a potential for the development of a total of approximately 805,200 gsf (539,000 gsf net new) of commercial space (office, retail and miscellaneous), 1,722 (1,722 net new) hotel rooms and 80 (80 net new) residences. Table 7, page 74, presents the total and net new amounts of each land use type for the hotel/retail land use scenario.

The remaining two land use scenarios ("B" and "C") were developed focusing on office/retail uses and housing/office uses respectively. Under the office/retail alternative scenario "B" a total of 1,116,400 gsf (850,200 gsf net new) of commercial space (office, retail and miscellaneous), 500 (500 net new) hotel rooms and 150 (150 net new) residences would be developed in the Waterfront Study area. Under the housing/office alternative scenario "C" a total of 889,400 gsf (639,700 gsf net new) of commercial space (office, retail and miscellaneous), 500 (500 net new) hotel rooms, and 530 (530 net new) residences would be developed in the Waterfront Study area.

The purpose of identifying the "soft sites" and of developing alternative land use scenarios was to assist the DCP in evaluating possible land use policy directions and in describing related transportation impacts from maximum potential development under each scenario over a long range time frame. The results of the analysis will help in the formulation of policy recommendations as part of the Northern Waterfront study. The analysis is not sensitive to short-term changes in existing land use or in development proposals. It is not an economic forecast of development over a specific time frame as was the Downtown Plan EIR[2]. The scenario analysis methodology is used in this EIR merely to provide a context or background of future development (possible under existing zoning) against which the proposed projects can be reviewed and evaluated by the public, DCP staff and the City Planning Commission.

TABLE 7

POTENTIAL CUMULATIVE DEVELOPMENT UNDER HOTEL/RETAIL SCENARIO "A"
NORTHERN WATERFRONT STUDY AREA

	Retail GSF	Office GSF	Hotel Rooms	Residential DUs	Miscellaneous[1] GSF
Total Development	291,600	287,000	1,722	80	226,600

	Retail 50,000-	Retail 50,000+	Office GSF	Hotel Rooms	Residential DUs	Light Industrial GSF
Net New Development	176,000	90,800	249,000	1,722	80	23,200

GSF = Gross Square Footage
DUs = Dwelling Units
50,000- = Retail elements less than 50,000 GSF
50,000+ = Retail elements greater than 50,000 GSF

[1] Miscellaneous land uses include other commercial, recreation, and museum uses. Miscellaneous uses categorized as retail, light industrial and office for determining net new square feet of development.

Source: San Francisco Department of City Planning.

For the purposes of this EIR, it is assumed that a future scenario focusing on hotel and retail uses (Land Use Seenario "A") would develop, similar to recent development trends in this area.

2. ZONING

Super 8 Hotel

The proposed project would develop the project site to an FAR of 3.02:1 eompared to the 5.0:1 allowed by Section 240.2 (f) of the City Planning Code and the 1.75:1 FAR of the building currently on the site.

The proposed building would reach the maximum allowable height of 40 feet. The building would have a length of 187.50 feet along Mason Street and 137.50 feet along North Point Street and would have a diagonal dimension of 232.50 feet. The site is within a 40-X Height and Bulk District where there are no bulk requirements unless the average slope of the site is greater than 5%. The average slope of the proposed Super 8 Hotel site is less than 5%.

The 40 self-park parking spaces in the proposed project would be 28 more than the 12 independently accessible spaces required under Section 151 of the City Planning Code. (The sponsor intends to operate the parking facility with attendants. In that case, 68 vehicles could be parked.) As required by Section 240.2 (d), the project sponsor would request Conditional Use authorization from the City Planning Commission for provision of parking spaces in excess of the required amount. The one off-street freight loading space for large trucks provided in the proposed project would meet the requirements of Sections 152 and 154 of the City Planning Code.

The project sponsor would also request Conditional Use authorization for construction of a hotel use within the Northern Waterfront Special Use Distriet No. 2, as required by Section 240.2 of the City Planning Code.

Under Seetion 314 of the City Planning Code (effective December 14, 1986) the propsed projeet would be required to provide a minimum of 3,000 square feet of child care

facilities for the project or contribute an in-lieu fee of $89,615. It would also be allowable for the project to provide a facilty in common with the Clarion Hotel on one of the two project sites or at a nearby location.

Table 8, page 80, summarizes the relationship between the characteristics of the proposed project and the provisions of the City Planning Code.

Clarion Hotel

The proposed project would develop the project site to an FAR of 3.40:1, compared to the 5.0:1 FAR allowed by Section 240.2 (f) of the City Planning Code and the 0.40:1 FAR of the buildings currently on the site.

The proposed building would reach the maximum allowable height of 40 feet. The building would be L-shaped and would have a length of 335.5 feet along North Point Street, 275.0 feet along Taylor Street and 137.5 feet along Bay Street. The building would have a maximum diagonal dimension of 433.8 feet. The project would be located in a 40-X Height and Bulk District where there are no bulk limitations unless the average slope of the site is greater than five percent. The average slope for the Clarion Hotel site is less than five percent.

The 119 self-park (132 valet-style) parking spaces in the proposed project would be 3 spaces more than the 116 independently accessible spaces required by Section 151 of the City Planning Code. As required in the Northern Waterfront Special Use District No. 2, the project sponsor would request Conditional Use authorization from the City Planning Commission for provision of 3 parking spaces in excess of the required amount.

The three off-street freight loading spaces for large trucks provided in the proposed project would meet the requirements of Sections 152 and 154 of the City Planning Code.

The project sponsor would also request Conditional Use authorization for construction of a hotel use within the Northern Waterfront Special Use District No. 2, as required by Section 240.2 of the City Planning Code.

TABLE 8

COMPARISON OF THE PROPOSED PROJECTS
WITH THE SAN FRANCISCO CITY PLANNING CODE

	Super 8	Clarion	City Planning Code
Maximum FAR	3.02:1	3.40:1	5.0:1
Height Limit	40 feet	40 feet	40 feet
Maximum Length	187.50 feet	335.5 feet	No Bulk Limit
Maximum Diagonal	232.50 feet	433.8 feet	No Bulk Limit
Off-Street Parking	40 Self-Park Spaces (68 Attendant Spaces)	119 Self-Park Spaces (132 Attendant Spaces)	12 Self-Park Spaces (Super 8) 116 Self-Park Spaces (Clarion)
Off-Street Loading	1 Loading Dock	3 Loading Docks	1 Space (Super 8) 3 Spaces (Clarion)

Source: San Francisco City Planning Code and EIP Associates.

Under Section 314 of the City Planning Code (effective December 14, 1986) the proposed project would be required to provide a minimum of 3,000 square feet child care facilities for the project or contribute an in-lieu fee of $247,809. It would also be allowable for the project to provide a facility in common with the Super 8 Hotel on one of the two project sites or at a nearby location.

Table 8 summarizes the relationship between the characteristics of the proposed project and the provisions of the City Planning Code.

[1]Cumulative transportation impacts for potential land use development were addressed in the DKS Associates Northern Waterfront Transportation Study, March, 1987.

[2]"Downtown Plan EIR," EE81.3, San Francisco Department of City Planning, Certified October, 1984.

B. URBAN DESIGN AND VISUAL QUALITY

Super 8 Hotel

The proposed project would result in the demolition of one two-story cement warehouse.

The proposed building would be about the same height as the prevailing scale of development in the area. The building would have four stories and would rise to 40 feet above the street, the same height as other prominent buildings in the immediate vicinity, including the new Cost Plus building adjacent to the site on the west and the Sheraton Hotel on the northeast corner of Mason and North Point (diagonally across North Point from the site). The proposed building, however, would be taller than the one-story Ginsberg Pub building adjacent to the site on the south, the two-level North Point Shopping Center parking structure directly across Mason from the site, and the one and one-half story Longshoreman's Hall across North Point from the site.

The building would have a maximum length of 187.5 feet along Mason Street and 137.50 feet along North Point Street. This would be the same size as the building currently on the site. The proposed buiding size, setback areas in the facade and roof cornices, and the detail relief in the window panels would give the appearance of less bulk than the adjacent Cost Plus building and the nearby Sheraton Hotel complex, but more than smaller buildings in the area such as the adjacent Ginsberg Pub building and the Longshoreman's Hall building across North Point Street. The building length would be less than the block-long North Point Shopping Center parking structure across Mason Street from the proposed site.

The building would have a rectangular shape with light-colored concrete columns at the lot lines terminating at a continuous molded cornice at the roof parapet. Concrete arches at the second floor line would support brick veneer panels above with vertical windows capped by brick arches. Walls and the roof line of the upper floors would be set back from the property lines at the center and ends of the Mason Street elevation and the center portion of the North Point Street elevation.

There would be windows at the ground floor restaurant at the corner of North Point Street and Mason Street. Two of the five ground level arches along North Point Street would be used for: 1) entrance to the port-cochere and garage, and 2) exit from the garage to the street. Along North Point Street, about 30 feet west of Mason Street, the building would be set back about 34 feet to accommodate the porte-cochere entrance. Columns along the lot line would support the stories above. The setback would extend along the entire remaining North Point frontage. Along North Point Street, the existing asphalt sidewalk would be replaced with a sidewalk meeting City standards.

Along Mason Street, there would be windows all along the ground floor except for a space of about 50 feet in the middle of the block where the kitchen, trash compaction, and loading area would be located. Street trees would be planted along North Point Street and the existing trees along Mason Street would either be retained or replaced except for the tree in front of the existing curb cut on Mason Street which would be removed to provide exit and ingress to the freight loading area. Ground floor window boxes would also be planted on both street frontages of the hotel.

A number of design characteristics of the proposed Super 8 Hotel such as the brick and concrete facade, straight roofline, arched upper level windows and large, high ground level entrance arches would echo the industrial/warehouse architecture of some of the more prominent buildings in the Wharf area. However, the strong neo-classical cornice line of the building is a departure from historic Wharf area designs.

Clarion Hotel

The proposed project would result in the demolition of a one-story gas station (500 Bay Street), a small one-story brick building (2585 Taylor Street, formerly the Cost Plus Coffee Store), a three-story brick industrial building (the Musto Building) and a one-story concrete structure (555 North Point Street, formerly occupied by Herrmann's Baby News). The Musto Building was rated "1" by the Department of City Planning in its 1976 Architectural Inventory.

The proposed building would be about the same height as the prevailing scale of newer commercial and residential development in the area. The building would have five stories and would rise to 40 feet above the street. It would be taller than the existing buildings on the site, but would be the same height as the Ramada Inn which occupies the remainder of the project block. The building would be taller than the three-story Liquor Barn building and the two-story Cost Plus Nursery building across North Point from the project site. It would also be taller than the older three-story annex of the Cost Plus store and the Unocal 76 service station across Taylor from the site and the three-story North Beach Place Housing Project across Bay from the site. The building would be about the same height as the new Cost Plus building on the block adjacent to the site on the east and the Holiday Inn and Marriott Hotel located along Columbus Avenue one block to the west of the project site.

The building would have a maximum length of 335.5 feet along North Point Street, 275 feet along Taylor Street and 137.5 along Bay Street. The building would be considerably larger than the four buildings currently on the site and would cover all of the project block not currently covered by the Ramada Inn. The bulk of the proposed building would appear about the same as the adjacent Ramada Inn, and the nearby Holiday Inn, Marriott and Sheraton Hotels. ~~It~~ Since it would have longer street frontages, the proposed project would appear bulkier than the Liquor Barn and Cost Plus Nursery buildings across North Point and the new Cost Plus building on the adjacent block to the east. However, it would be less bulky than a number of block-sized projects in the area including the North Beach Place Housing Project across Bay Street, the North Point Shopping Center two blocks east of the project site, and the North Point Apartment complex three blocks east of the site.

The building would be "L-shaped" and would be built to the lot lines on all three street frontages. The facade of the proposed building would be brick veneer interspersed with decorative terra-cotta panels. There would be ground floor windows along all three street frontages. Along Taylor Street at the hotel frontage, these windows would be decorated with overhanging canvas awnings. Street trees would be planted along all three street frontages. The building's design also includes second floor window planters and a four-foot parapet and hipped copper gables on the roof.

A number of design characteristics of the proposed Clarion Hotel such as brick facade, simple square structural designs, and peaked corner and entry elements along a modulated roofline would echo the industrial/warehouse architecture of some of the more prominent buildings in the Wharf area.

Both Proposed Hotels

Both proposed hotels would be built to the lot lines to reflect the continuous street frontage common in the area. In addition, both projects would contribute to the continuation of a 40-foot facade height established along North Point by the Holiday Inn, the Marriott Hotel, the Ramada Inn, Cost Plus, the North Point Shopping Center and the North Point Apartment complex and established along Bay Street by the Marriott Hotel, the Ramada Inn, the North Beach Place Housing Project, the Cost Plus building and the North Point Shopping Center and the North Point Apartment complex (Figures 23-24 pages 82-83).

The brick veneer facades of both proposed buildings would be similar to the facades of several buildings in the immediate vicinity, including the new Cost Plus building adjacent to the Super 8 Hotel site and the nearby Holiday Inn.

Both sites are visible from points in both directions along North Point Street. The Super 8 Hotel site is also visible from points in both directions along Mason Street, while the Clarion Hotel site is visible from points along Taylor Street and from across the Longshoreman's Hall parking lot at the northwest corner of Mason and North Point Streets. The sites are most visible from Telegraph Hill and Russian Hill; with the Super 8 Hotel site more visible from Telegraph Hill and the Clarion Hotel site more visible from Russian Hill (see Figure 25, page 84).

There are views of Coit Tower and the downtown skyline from the Clarion Hotel site, from points along North Point Street, and from some sidewalks to the north of the site (Figure 26, page 85). Construction of the Clarion Hotel would eliminate these views. The Super 8 Hotel would not block any existing views.

PHOTOMONTAGE: LOOKING WEST ON NORTH POINT STREET

FIGURE 23

SOURCE: SQUARE ONE FILM & VIDEO, FHM ARCHITECTS (CLARION), JAMES LINEBARGER (SUPER 8)

84166

PHOTOMONTAGE: LOOKING EAST ON BAY STREET

FIGURE 24

PHOTOMONTAGE: LOOKING EAST FROM BRET HARTE PLACE (THIRD STORY)

FIGURE 25

SOURCE: SQUARE ONE FILM & VIDEO; FHM ARCHITECTS (CLARION); JAMES LINEBARGER (SUPER 8)

84166

PHOTOMONTAGE: FROM NORTH POINT STREET LOOKING TOWARD TELEGRAPH HILL

FIGURE 26

The Urban Design Element of the San Francisco Master Plan contains policies and principles which may be used to evaluate the proposed project. Table 9, page 87, The Relationship Between Applicable Urban Design Policies of the Master Plan and the Proposed Projects, compares the projects to these policies.

TABLE 9

RELATIONSHIP BETWEEN APPLICABLE URBAN DESIGN POLICIES OF THE MASTER PLAN AND CHARACTERISTICS OF THE PROPOSED PROJECTS

Urban Design Plan Policies	Proposed Projects
Objective 3, Police 2 - "Avoid extreme contrasts in color, shape and other characteristics which will cause new buildings to stand out in excess of their public importance."	Both projects would have rectangular shapes and would be built to the lot lines, maintaining a continuous streetscape. The buildings would be 40 feet tall, similar to the prevailing heights in the area. Both buildings would have brick veneer facades which would be similar to the facades of some other buildings in the area, including the Cost Plus building and the Holiday Inn.
Objective 3, Policy 5 - "Relate the height of buildings to important attributes of the City pattern and to the height and character of existing development."	Both project sites are located in a relatively flat area where the prevailing height is about 30-40 feet. Both buildings would rise to the allowable height limit of 40 feet which would be the same as the Ramada Inn on the Clarion project block and as the Cost Plus building on the Super 8 project block.
Objective 3, Policy 6 - "Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction."	The Super 8 Hotel would be less bulky than the North Point Shopping Center and the other hotels in the vicinity, and would be larger in scale than the adjacent Ginsberg Pub. The Clarion Hotel would be about the same size as the Ramada Inn, and would be smaller than the Holiday Inn, and would be larger than the smaller-scale retail buildings along Taylor Street between North Point and Jefferson Streets.
Northeastern Waterfront Plan Policies	
Urban Design, Policy 3 - "Use continuous planting and other ground surface treatment to physically and visually link the waterfront with adjacent inland areas."	Both projects would incorporate street trees and other landscaping that would provide visual interest for pedestrians.

TABLE 9 continued

Northeastern Waterfront Plan Policies	Proposed Projects
Urban Design, Policy 4 - "In major pedestrian areas (such as the Fisherman's Wharf and Ferry Building areas), develop generally continuous ground floor retail or other pedestrian-oriented uses."	Other than the hotel's restaurant, no ground floor retail would be provided in the Super 8 Hotel project. The Clarion Hotel project would include continuous retail/-restaurant uses on the ground level with direct pedestrian access from Bay and Taylor Streets, including a restaurant at the North Point/Taylor intersection.
Fisherman's Wharf Area, Policy 4 - "Encourage the use of materials and design of new and existing buildings and public improvements which enhance area's historic maritime character. Require that any identification signs be subdued and harmonious with this character. Prohibit garish, flashing and general advertising signs."	Both projects would be faced with brick, a traditional material in this area. The facade designs of both buildings would be similar in style to the historic Haslett Warehouse and Cannery structures, as well as to the new Cost Plus building adjacent to the Super 8 project site. Signs identifying the projects as hotels would respect the character of the area.

C. HISTORIC, ARCHITECTURAL AND CULTURAL RESOURCES

Historic Resources

The proposed Clarion Hotel project would result in the demolition of the Musto Building, rated "1" in the DCP Inventory and identified in Here Today as of historical interest. The Musto Building is considered one of the last few brick industrial buildings which were characteristic of the Fisherman's Wharf area and San Francisco in the early decades of this century.

Alternative Five, Facade Retention Alternative and Alternative Six, Historic Preservation Alternative, have been included to describe the comparative impacts of a project which would include a facade retention for Urban Design and a complete structural preservation for historic preservation of the Musto Building.

The San Francisco Master Plan contains policies and principles which may be used to evaluate the project. Table 10, page 90, Relationship Between Applicable Architectural/Historic Resource Policies of the Master Plan and the Proposed Projects, compares the projects to these policies.

Cultural Resources

Two archaeological resource reports entitled "Cultural Resources Evaluation of the Super 8 Motor Inn Project Site, San Francisco, California" and "Cultural Resources Evaluation of the Clarion Hotel Project Site, San Francisco, California" were prepared for the proposed hotel sites by Allen G. Pastron, Ph.D., President of Archeo-Tec, Inc. and are on file with the Office of Environmental Review, Department of City Planning, 450 McAllister Street, San Francisco.

Drawing on archival research and on the results of two archaeological test borings done near the sites in 1979, the author of the reports concluded that there is little chance of encountering potentially significant cultural resources from the Prehistoric, Spanish, Mexican or Early American periods (ca. 6000 B.C. - 1848 A.D.) within the confines of either of the project sites. This is primarily due to the fact that both sites remained submerged beneath the waters of the San Francisco Bay until the 1880s.

TABLE 10

RELATIONSHIP BETWEEN APPLICABLE ARCHITECTURAL/HISTORIC RESOURCE POLICIES OF THE MASTER PLAN AND THE PROPOSED PROJECTS

Policies	Proposed Projects
Urban Design Plan, Objective 2, Policy 4: "Preserve notable landmarks and areas of historic, architectural or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development."	The proposed Clarion Hotel would result in the demolition of the Musto Building, described in Here Today and rated "1" in the 1976 DCP Inventory. The building is an example of the brick industrial/warehouse architecture of the post-earthquake era that contributes to the character of the Fisherman's Wharf area.
N.E. Waterfront Plan, Urban Design Policy 6: "Retain older buildings of architectural merit or historical significance to preserve the architectural and historical character of the waterfront and ensure the compatibility of new development."	The proposed Super 8 Hotel would not result in the demolition of any rated buildings or buildings discussed in Here Today.
Urban Design Plan, Objective 2, Policy 6: "Respect the character of older development nearby in the design of new buildings."	The proposed Super 8 and Clarion Hotels would be built to 40 feet, similar in height to other buildings in the project area. Both buildings would include facades primarily of red brick, similar to older industrial/warehouse structures throughout the Northern and Northeastern Waterfront area. The design of the Clarion Hotel would continue the square structural designs found in prominaent buildings in the project area such as Ghirardelli Square and the Cannery. Super 8 Hotel would use archs over the upper windows, a typical Northern Waterfront style.

From the late 1850s to the late 1870s, however, a long wharf (Miegg's Wharf) located directly to the east of the Super 8 Hotel site was used for on- and off-loading of cargo, particularly lumber, and as a runway for cartloads of trash dumped into the Bay as fill. More systematic filling of the area near North Point, Mason and Taylor Streets began later in the 1880s. According to the author of the archaeological reports, it is quite likely that substantial deposits of potentially significant cultural resources dating from this period between the late 1850s and the mid-1880s could be encountered during excavation on both the Super 8 and Clarion Hotel sites. In addition, although archival research yielded no evidence to suggest that more significant archaeological finds, such as the hulls of buried Gold Rush ships, might be located within the project sites, the author did note that it is conceivable that such unanticipated finds of importance could surface during excavation.

Analysis of archaeological assemblage recovered in a 1979 program of archaeological testing near the sites (at the intersection of North Point and Mason Streets) revealed that much of the collected material derived from San Francisco's nineteenth century Chinese community. It is quite likely that archaeological assemblage collected from the proposed hotel sites would contain similar cultural specimens.

Excavation for the proposed projects might intrude upon these nineteenth century San Francisco cultural deposits and might damage the resources irretrievably. Further investigation would be needed to determine means for removing the resources intact. See Mitigation Measures, page 150, for a discussion of measures which will be taken to protect the cultural deposits on the hotel sites.

D. TRANSPORTATION

INTRODUCTION

The following analysis is based on the Northern Waterfront Traffic and Transportation Study (March 1987) prepared for the City Planning Department by DKS Associates. The study analyzed three different land use scenarios. The amount of future land use change was estimated from an analysis of "soft sites" where future development would be likely to occur by the horizon year (in the next 15 to 25 years). Land use scenario "A" identifies a potential for the development of a total of approximately 805,200 gsf of commercial space, 1,722 hotel rooms and 80 new residences (see page 73). The study was based on the assumption of 100% occupancy of the proposed hotels as is all of the technical analysis in this report. This assumption represents the worst-case for transportation impacts, and it was the actual condition at both hotels surveyed for the Northern Waterfront study. Conversations with the desk clerks at both hotels surveyed revealed that they are about 100% occupied throughout the tourist season (May-September). The analysis also includes trips generated by customers and employees of hotel restaurants, bars and other facilities.[1]

Based on surveys conducted at Fisherman's Wharf,[1] the predominance of trips made by hotel guests (about 80% of all patrons of hotel restaurants, bars and other facilities are hotel guests) are related toward tourist-oriented activities. About 75% of all daily trips would focus on northeast San Francisco while about 3% of all trips would be to and from other areas in San Francisco. Most of the northeast San Francisco trips would be to and from San Francisco's downtown, Chinatown and Nob Hill areas. The remaining 22% of daily person trips would be distributed with 4% to the North Bay, 5% to the East Bay, and 13% to the Peninsula.

SITE SPECIFIC IMPACTS

Trip Generation

The proposed Super 8 Hotel (194 rooms) would generate about 320 weekday p.m. peak-period (4:00-6:00) person trips and about 170 weekday p.m. peak-hour (5:00-6:00) person-trips. On weekends, the proposed project would generate about 330 afternoon peak period (3:00-5:00) person-trips and about 185 afternoon peak-hour (3:00-4:00) person-trips.[2]

The proposed Clarion Hotel (374 rooms) would generate about 615 weekday p.m. peak-period person-trips and about 330 weekday p.m. peak-hour person trips. On weekends, the proposed hotel would generate about 635 p.m. peak-period trips and about 360 p.m. peak-hour person-trips. The two projects combined would generate about 930 weekday p.m. peak-period, 500 weekday p.m. peak-hour and 550 weekend peak-hour person trips.[2] Person-trip projections for the proposed Super 8 Hotel, proposed Clarion Hotel and total trips from both projects are summarized in Table 11, page 94.

Trip Distribution and Mode Split

Walking and the private auto would represent the dominant modes of transportation to and from the project sites on both weekdays and weekends. On weekdays about 34% of hotel patrons would walk, 50% would use a private auto, 7% would use tour buses or vans and the remaining 9% would use taxis/limousines and public transit. On weekends, private auto use would decrease to about 43%, about 34% of hotel patrons would walk, about 15% would use taxis or limousines and the remaining 8% would use tour buses or vans and public transit.

The mode split information for the proposed Super 8, Clarion and combined trip generation is summarized in Table 12, page 95.

Traffic

Local Traffic Impacts. The proposed Super 8 Hotel would generate about 580 daily vehicle trips on weekdays and 755 daily vehicle trips on weekends, including private autos and taxis/limousines. During the weekday p.m. peak period about 90 vehicle trips would be generated, and during the weekday p.m. peak hour about 50 vehicle-trips would be generated. On weekends about 55 vehicle trips would be generated during the afternoon peak hour. Projected vehicle trips generated by the proposed Super 8 Hotel are summarized in Table 13, page 97.

The effects of weekday Super 8 Hotel vehicle traffic on Northern Waterfront intersections are shown in Table 14, page 98. Table 14 shows that eight intersections would experience increased demand to capacity ratios of about one percent. Mason/Bay's

TABLE 11

PROJECT PERSON-TRIP GENERATION[1]

	Daily Trip Rate[4]	Daily Trips	PM Peak-Period[2] In/Out[5]	PM Peak-Period Total	PM Peak-Hour[3] In/Out[5]	PM Peak-Hour Total
SUPER 8 HOTEL						
Weekday	10.5	2,037	191/127	318	108/63	171
Weekend	13.6	2,638	188/142	330	99/88	187
CLARION HOTEL						
	Daily Trip Rate	Daily Trips	PM Peak-Period In/Out	PM Peak-Period Total	PM Peak-Hour In/Out	PM Peak-Hour Total
Weekday	10.5	3,927	368/245	613	208/122	330
Weekend	13.6	5,086	363/273	636	191/170	361
SUPER 8 AND CLARION						
	Daily Trip Rate	Daily Trips	PM Peak-Period In/Out	PM Peak-Period Total	PM Peak-Hour In/Out	PM Peak-Hour Total
Weekday	10.5	5,964	559/372	931	316/185	501
Weekend	13.6	7,724	551/415	966	290/258	548

[1]Based on 100% occupancy of hotel rooms. Trip generation rates include trips from meeting rooms, bars, restaurants and other auxilliary hotel activities.

[2]4:00-6:00 PM on weekdays, 3:00 - 5:00 p.m. on Saturdays.

[3]5:00-6:00 PM on weekdays, 3:45-4:45 PM on Saturdays.

[4]DKS Associates, Northern Waterfront Traffic and Transportation Study. Table A-10, "Person Trip Generation Rates," page A-22. Person trips were calculated on the basis of 10.5 daily weekday trips per room and 13.6 daily weekend trips per room.

[5]Ibid., Table A-1, "Person Trip Generation at Marriott Hotel," page A-8.

Source: EIP Associates

TABLE 12

PROJECT PERSON-TRIPS BY MODE

Modes	Weekday Percent[1]	Weekday P.M. Peak In/Out	Weekday P.M. Peak Hour	Weekday P.M. Peak In/Out	Weekday P.M. Peak Period	Weekend Percent[1]	Weekend Afternoon Peak In/Out	Weekend Afternoon Peak Hour	Weekend Afternoon Peak In/Out	Weekend Afternoon Peak Period
SUPER 8 HOTEL										
Auto Driver	26%	28/16	44	50/33	83	21%	21/18	39	40/30	69
Auto Passenger	24%	26/15	41	46/31	76	22%	22/19	41	41/31	73
Taxi/Limousine	2%	2/1	3	4/3	6	15%	15/13	28	28/21	50
Motorcycle	0%	--	0	--	0	0%	--	0	--	0
Muni Bus	4%	4/3	7	8/5	13	1%	1/1	2	2/1	3
Cable Car	2%	2/1	3	4/3	6	5%	5/4	9	9/7	17
Other Transit	0%	--	0	--	0	0%	--	0	--	0
Tour Bus/Van	7%	8/4	12	13/9	22	1%	1/1	2	2/1	3
Airport Bus	1%	1/1	2	2/1	3	1%	1/1	2	2/1	3
Walk	34%	37/22	58	65/43	108	34%	34/30	64	64/48	112
Bicycle	0%	--	0	--	0	0%	--	0	--	0
Other	0%	--	0	--	0	0%	--	0	--	0
Total[2]	100%		171		318	100%		187		330
CLARION HOTEL										
Auto Driver	26%	54/32	86	96/64	159	21%	40/36	76	76/57	134
Auto Passenger	24%	50/29	79	88/59	147	22%	42/37	79	80/60	140
Taxi/Limousine	2%	4/2	7	7/5	12	15%	29/25	54	54/41	95
Motorcycle	0%	--	0	--	0	0%	--	0	--	0
Muni Bus	4%	8/5	13	15/10	25	1%	2/2	4	4/3	6
Cable Car	2%	4/2	7	7/5	12	5%	10/8	18	18/14	32
Other Transit	0%	--	0	--	0	0%	--	0	--	0
Tour Bus/Van	7%	15/9	23	26/17	43	1%	2/2	4	4/3	6
Airport Bus	1%	2/1	3	4/2	6	1%	2/2	4	4/3	6
Walk	34%	71/42	112	125/83	208	34%	65/58	123	123/93	216
Bicycle	0%	--	0	--	0	0%	--	0	--	0
Other	0%	--	0	--	0	0%	--	0	--	0
Total[2]	100%		330		613	100%		361		636

TABLE 12 continued

Modes	Weekday Percent[1]	Weekday P.M. Peak In/Out	Weekday P.M. Peak Hour	Weekday P.M. Peak In/Out	Weekday P.M. Peak Period	Weekend Percent[1]	Weekend Afternoon Peak In/Out	Weekend Afternoon Peak Hour	Weekend Afternoon Peak In/Out	Weekend Afternoon Peak Period
SUPER 8 HOTEL PLUS CLARION HOTEL										
Auto Driver	26%	82/48	130	145/97	242	21%	61/54	115	116/87	203
Auto Passenger	24%	76/44	120	134/89	223	22%	64/57	121	121/91	213
Taxi/Limousine	2%	6/4	10	11/7	19	15%	44/39	82	83/62	145
Motorcycle	0%	--	0	--	0	0%	--	0	--	0
Muni Bus	4%	13/7	20	22/15	37	1%	3/3	5	6/4	10
Cable Car	2%	6/4	10	11/7	19	5%	15/13	27	28/21	48
Other Transit	0%	--	0	--	0	0%	--	0	--	0
Tour Bus/Van	7%	22/13	35	39/26	65	1%	3/3	5	6/4	10
Airport Bus	1%	3/2	5	6/4	9	1%	3/3	5	6/4	10
Walk	34%	107/63	170	190/127	317	34%	99/88	186	187/141	328
Bicycle	0%	--	0	--	0	0%	--	0	--	0
Other	0%	--	0	--	0	0%	--	0	--	0
Total[2]	100%		501		931	100%		548		966

[1] DKS Associates, Northern Waterfront Traffic and Transportation Study, Table A-13, "Mode Split Data," page A-24.

[2] Columns may not total exactly due to rounding.

TABLE 13

PROJECT VEHICLE-TRIP GENERATION[1]

	Daily Vehicle Trip Rate[4]	Daily Trips	PM Peak-Period[2] In/Out[5]	PM Peak-Period[2] Total	PM Peak-Hour[3] In/Out[5]	PM Peak-Hour[3] Total
SUPER 8 HOTEL						
Weekday	3.0	582	57/34	91	31/18	49
Weekend	3.9	757	62/32	94	36/18	54
CLARION HOTEL						
	Daily Vehicle Trip Rate	Daily Trips	PM Peak-Period In/Out	PM Peak-Period Total	PM Peak-Hour In/Out	PM Peak-Hour Total
Weekday	3.0	1,122	110/65	175	59/35	94
Weekend	3.9	1,459	118/64	182	68/36	104
SUPER 8 HOTEL AND CLARION						
	Daily Vehicle Trip Rate	Daily Trips	PM Peak-Period In/Out	PM Peak-Period Total	PM Peak-Hour In/Out	PM Peak-Hour Total
Weekday	3.0	1,704	167/99	266	90/53	143
Weekend	3.9	2,216	180/96	276	104/54	158

[1] Based on 100% occupancy of hotel rooms.

[2] 4:00-6:00 PM on weekdays, 3:00-5:00 p.m. on weekends.

[3] 5:00-6:00 PM on weekdays, 3:00-4:00 PM on weekends.

[4] DKS Associates, Northern Waterfront Traffic and Transportation Study, Table A-11, "Vehicle Trip Generation Rates," page A-23.

[5] Ibid., Table A-1, "Person Trip Generation Rates at Marriott Hotel," page A-8.

Note: Surveys for the Northern Waterfront Traffic and Transportation Study showed auto occupancy for taxis and limousines to be about two persons per vehicle excluding the driver.

TABLE 14

EXISTING AND PROJECTED INTERSECTION PERFORMANCE

Intersection	Existing[2]	Existing + Super 8	Existing + Clarion	Existing + Super 8 + Clarion	Cumulative Development including Projects
Weekday PM Peak-Hour[1]					
Hyde/Jefferson	0.50 (A)	0.50 (A)	0.50 (A)	0.50 (A)	0.56 (A)
Leavenworth/Jefferson	0.44 (A)	0.44 (A)	0.44 (A)	0.44 (A)	0.49 (A)
Taylor/Jefferson	0.63 (B)	0.63 (B)	0.63 (B)	0.63 (B)	0.70 (C)
Powell/Jefferson	0.60 (B)	0.60 (B)	0.60 (B)	0.60 (B)	0.67 (B)
Hyde/Beach	0.60 (B)	0.60 (B)	0.60 (B)	0.60 (B)	0.67 (B)
Leavenworth/Beach	0.43 (A)	0.44 (A)	0.44 (A)	0.44 (A)	0.48 (A)
Taylor/Beach	0.48 (A)	0.48 (A)	0.48 (A)	0.48 (A)	0.53 (A)
Van Ness/North Point	0.70 (C)	0.70 (C)	0.70 (C)	0.70 (C)	0.78 (C)
Polk/North Point	0.63 (B)	0.63 (B)	0.64 (B)	0.64 (B)	0.70 (B)
Hyde/North Point	0.58 (A)	0.59 (A)	0.60 (B)	0.60 (B)	0.64 (B)
Leavenworth/North Pt.	0.65 (B)	0.65 (B)	0.65 (B)	0.65 (B)	0.72 (C)
Taylor/North Point	0.49 (A)	0.49 (A)	0.49 (A)	0.49 (A)	0.54 (A)
Mason/North Point	0.48 (A)	0.49 (A)	0.49 (A)	0.49 (A)	0.53 (A)
Embarcadero/North Pt.	0.68 (B)	0.68 (B)	0.68 (B)	0.68 (B)	0.75 (C)
Franklin/Bay	0.85 (D)	0.85 (D)	0.85 (D)	0.85 (D)	0.94 (E)
Van Ness/Bay	0.69 (B)	0.69 (B)	0.69 (B)	0.69 (B)	0.77 (C)
Polk/Bay	0.62 (B)	0.63 (B)	0.62 (B)	0.63 (B)	0.68 (B)
Larkin/Bay	0.63 (B)	0.64 (B)	0.64 (B)	0.64 (B)	0.70 (C)
Hyde/Bay	0.63 (B)	0.62 B)	0.63 (B)	0.64 (B)	0.70 (C)
Leavenworth/Bay	0.57 (A)	0.57 (A)	0.57 (A)	0.57 (A)	0.63 (B)
Columbus/Bay	0.92 (E)	0.92 (E)	0.93 (E)	0.93 (E)	1.02 (F)
Taylor/Bay	0.50 (A)	0.50 (A)	0.51 (A)	0.51 (A)	0.56 (A)
Mason/Bay	0.67 (B)	0.69 (B)	0.67 (B)	0.69 (B)	0.74 (C)
Powell/Bay	0.65 (B)	0.66 (B)	0.66 (B)	0.66 (B)	0.72 (C)
Stockton/Bay	0.65 (B)	0.66 (B)	0.66 (B)	0.66 (B)	0.72 (C)
Embarcadero/Bay	0.87 (D)	0.88 (D)	0.89 (D)	0.90 (E)	0.97 (E)
Weekend PM Peak-Hour[3]					
Hyde/Jefferson	0.68 (B)	0.68 (B)	0.68 (B)	0.68 (B)	0.74 (C)
Leavenworth/Jefferson	0.50 (A)	0.50 (A)	0.50 (A)	0.50 (A)	0.54 (A)
Taylor/Jefferson	0.76 (C)	0.76 (C)	0.76 (C)	0.76 (C)	0.87 (D)
Powell/Jefferson	0.60 (B)	0.60 (B)	0.60 (B)	0.60 (B)	0.64 (B)
Hyde/Beach	0.84 (D)	0.84 (D)	0.84 (D)	0.84 (D)	0.98 (E)
Leavenworth/Beach	0.43 (A)	0.44 (A)	0.44 (A)	0.44 (A)	0.48 (A)
Taylor/Beach	0.56 (A)	0.57 (A)	0.57 (A)	0.57 (A)	0.63 (B)
Van Ness/North Point	0.70 (C)	0.70 (C)	0.70 (C)	0.70 (C)	0.70 (C)
Taylor/North Point	0.61 (B)	0.62 (B)	0.63 (B)	0.63 (B)	0.69 (B)
Mason/North Point	0.50 (A)	0.52 (A)	0.51 (A)	0.52 (A)	0.57 (A)
Embarcadero/North Pt.	0.73 (C)	0.73 (C)	0.73 (C)	0.74 (C)	0.78 (C)
Van Ness/Bay	0.95 (E)	0.95 (E)	0.95 (E)	0.95 (E)	1.01 (F)
Columbus/Bay	0.93 (E)	0.94 (E)	0.94 (E)	0.94 (E)	1.04 (F)
Embarcadero/Bay	0.72 (C)	0.73 (C)	0.73 (C)	0.74 (C)	0.80 (D)

[1] 5:00-6:00 p.m.

[2] Counts conducted by DKS Associates, 1986.

[3] 3:00-4:00 p.m. On weekends there would be fewer intersections impacted and those intersections that are impacted would have a decreased level of impact due to the lack of weekday commuter traffic.

demand to capacity ratio would increase by about two percent. These increases would not be measurable due to normal daily fluctuations in traffic. No level of service changes would occur at any intersections due to Super 8 Hotel traffic.

On weekends, five intersections would have a demand-to-capacity ratio increase of one percent and Mason/North Point would increase by two percent. These increases would not be detectable within normal daily traffic fluctuations and no levels of service would change.

The proposed Clarion Hotel would generate about 1,120 weekday vehicle-trips and 1,460 weekend vehicle-trips, including private autos and taxis/limousines (Table 13). During the weekday p.m. peak period, about 175 vehicle-trips would be generated while during the weekday p.m. peak hour, about 95 vehicle-trips would be generated. On weekends, about 105 vehicle-trips would be generated during the afternoon peak hour (3:00-4:00).

The Clarion Hotel project would increase demand-to-capacity ratios at eight Northern Waterfront intersections in the weekday p.m. peak hour by about 1% (Table 14). Embarcadero/Bay and Hyde/North Point would both have demand-to-capacity increases of 2%. Only Hyde/North Point would change levels of service, from A to B.

Weekend traffic generated by the Clarion Hotel project would increase demand-to-capacity ratios at five intersections by one percent, and at Taylor/North Point by two percent. These increases would not be measurable within normal daily fluctuations in traffic and no levels of service would change.

The combined impacts of the Super 8 Hotel and Clarion Hotel projects would increase weekday p.m. peak demand-to-capacity ratios at 13 intersections by 1 or 2%. Demand-to-capacity increases of two percent at Hyde/North Point, and three percent at Embarcadero/Bay would be enough to cause those intersections to shift from LOS A to B, and D to E, respectively.

Combined Super 8 Hotel and Clarion Hotel weekend vehicle traffic would cause demand-to-capacity increases of one percent at four intersections, and two percent increases at

Taylor/North Point, Mason/North Point, and Embarcadero/Bay. None of these increases would be noticeable within the normal daily fluctuations in traffic or cause levels of service to change.

Table 14, page 98, summarizes the levels of service and demand-to-capacity ratios at the intersections analyzed in the site vicinity as they currently exist, with the proposed projects, and with cumulative development.

Regional Traffic Impacts. Analysis of traffic conditions at the regional screenlines for both the p.m. peak hour and the two hour p.m. peak period indicates that p.m. conditions are usually most severe on freeways and streets within San Francisco, whereas a.m. peak conditions are most severe outside the City. A comprehensive analysis of the outbound p.m. peak-hour and two-hour peak-period traffic volumes-to-capacity at regional screenlines for the years 1984 and 2000 has been conducted under the Downtown Plan EIR. The outbound regional auto demand in 1984 and the year 2000 and the percentage of project-generated auto trips on each regional corridor are shown in Table 15, page 101, for both the p.m. peak hour and the p.m. peak period.

The proposed Super 8 project would generate about 10 p.m. peak-hour and about 20 p.m. peak-period outbound regional vehicle-trips. The project travel demand would represent less than 0.1% of the total p.m. peak period outbound regional auto demand in the year 2000.

The proposed Clarion project would generate about 20 evening peak-hour and about 35 evening peak-period outbound regional vehicle trips. The project travel demand would represent 0.1% or less of the total p.m. peak period outbound regional auto demand in the year 2000.

Combined vehicle trips for both the Super 8 Hotel and Clarion Hotel would generate about 30 p.m. peak-hour and 55 p.m. peak-period outbound regional vehicle trips. The travel demand would represent about 0.1% of the total p.m. peak period outbound auto demand in the year 2000.

TABLE 15

WEEKDAY OUTBOUND REGIONAL AUTO DEMAND

Regional Auto Corridor	Capacity	1984 Volume	Downtown Plan (2000) Volume	Super 8 Project Percent[2]	Clarion Project Percent[2]	Clarion + Super 8 Project Percent[2]
Peak Hour						
Bay Bridge (I-80)	9,000	8,540	9,790	---[1]	---	0.1
Golden Gate Bridge (US-101)	7,200	6,740	7,150	---	0.1	0.1
US-101 (south of Harney Way)	8,000	7,390	8,400	---	0.1	0.1
I-280 (between Alemany Blvd. and San Jose Avenue)	8,000	7,610	8,650	---	0.1	0.1
Peak Period						
Bay Bridge (I-80)	18,000	17,880	19,330	---	---	0.1
Golden Gate Bridge (US-101)	14,400	13,870	14,850	---	---	0.1
US-101 (south of Harney Way)	16,000	14,200	16,530	---	---	0.1
I-280 (between Alemany Blvd. and San Jose Avenue)	16,000	13,620	15,890	---	0.1	0.1

[1] --- indicates less than .05%.

[2] These columns indicate the projects as a percent of year 2000 volumes.

Source: EIP Associates and the Downtown Plan EIR (EE81.3), certified October 18, 1984.

Transit

Based on the mode splits developed for the Northern Waterfront Study and summarized in Table 12, about seven percent of all hotel trips (including hotel patrons and employees) would be on public transit on weekdays and on weekends. The public transit facilities used by hotel patrons would include the Muni bus, the cable cars and the Airporter Express bus serving the San Francisco Airport and Fisherman's Wharf hotels.

Existing transit ridership information indicates that with the exception of the cable cars, transit service within the Wharf is generally underutilized. Weekday PM peak period load factors for the eight Muni lines serving the Wharf average approximately 0.39 passengers per seat. The cable cars on the other hand are very full with a load factor of about 1.77 passengers per seat in the PM peak period.

The proposed Super 8 Hotel project would generate about 80 weekday Muni bus trips, 40 weekday cable car trips; 25 weekend Muni bus trips and 130 weekend cable car trips. About 20 trips would be added to the public transit system during a weekday or weekend peak period. The project's transit trips would have no measurable impact on the Muni bus system during the peak periods since they would be dispersed among several lines. The project would add trips to the cable car system which, especially on weekends, operates at capacity throughout the afternoon. Of the total peak period transit trips, employees of the proposed Super 8 Hotel project may represent one or two trips on Golden Gate Transit, AC Transit, SamTrans and BART, not enough to have a measurable impact. The mode splits developed for the Northern Waterfront Study revealed no use of any of the regional transit systems by hotel patrons. The projected peak period and peak hour transit-trips that would be generated by the proposed Super 8 Hotel are summarized in Table 12.

The proposed Clarion Hotel project would generate about 155 weekday Muni bus trips, 80 weekday cable car trips; 50 weekend Muni bus trips and 255 weekend cable car trips. No more than 40 trips would be added to the public transit system during the peak period on a weekday or weekend. The project's transit trips would have no measurable impact on the Muni bus system during the peak periods since they would be dispersed among several

lines. The project would add trips to the cable car system which, especially on weekends, operates at capacity throughout the afternoon. Of the total peak period transit trips, employees of the proposed Clarion Hotel project may represent one or two trips on Golden Gate Transit, AC Transit, SamTrans buses or BART, not enough to have a measurable impact. The mode splits developed for the proposed hotels from the interviews at Fisherman's Wharf revealed no use of any of the regional transit systems by hotel patrons. The projected peak period and peak hour transit trips that would be generated by the proposed Clarion Hotel are summarized in Table 12.

The combined transit trips for both Super 8 Hotel and the Clarion Hotel would be about 235 weekday Muni trips and 120 weekday cable car trips; with 75 weekend Muni trips and 385 weekend cable car trips. Not more than 60 person trips would be added to the public transit system during the peak period on a weekday or a weekend.

Transit impacts on the regional transportation network, generated by the Super 8 Hotel and Clarion Hotel are shown in Table 16, page 104. Neither of the hotel projects or the combined projects would increase regional transit demand by more than 0.1% in the year 2000.

Parking

The proposed Super 8 Hotel would provide 40 independently accessible parking spaces or 68 attendant parking spaces in an underground garage accessible from North Point Street while removing one existing legal on-street parking spaces and four unmarked spaces along that street. The project would leave unchanged the seven existing spaces on Mason Street. Users of the one displaced on-street space would probably have to find space in an off-street lot or garage since on-street parking in the area is currently at capacity.

Based on the Northern Waterfront Traffic and Transportation Study, there is a peak parking demand of 0.35 spaces per hotel room.[4] The proposed Super 8 Hotel would generate a peak demand for 68 parking spaces. This maximum demand would occur overnight (between 10:00 p.m. and 6:00 a.m.) and on weekends when most guests would be at the hotel. During the day, the demand would drop. If the project provided attendant-

TABLE 16

OUTBOUND REGIONAL TRANSIT DEMAND AND SERVICE LEVELS

PEAK-HOUR	1984			Downtown Plan (2000)					
Transit Agency	Volume	P/S[1]	LOS[2]	Volume	P/S	LOS	Super 8 Project %[3]	Clarion Project %	Combined Projects %
Muni									
Northest	7,100	1.16	D	8,800	1.05	D	--[4]	0.1	0.1
Northwest	8,200	1.26	E	10,100	1.25	D	--	--	--
Southwest	13,500	1.45	E	16,600	1.42	E	--	--	--
Southeast	5,300	1.06	D	7,400	1.01	D	--	--	--
BART									
East Bay	16,100	1.53	F	27,900	1.42	E	--	--	--
Peninsula	7,700	1.10	D	10,100	1.06	D	--	--	--
AC Transit	9,100	0.94	C	10,500	1.085	D	--	--	--
GGT Bus	5,300	1.00	C	8,500	0.91	C	--	--	--
GGT Ferry	800	0.57	B	1,500	0.38	A	--	--	--
Tiburon Ferry	200	0.40	A	300	0.60	B	--	--	--
SamTrans	1,900	1.12	D	3,100	1.19	D	--	--	--
CalTrain (SPRR)	3,100	0.61	B	4,900	0.79	C	--	--	--
PEAK-PERIOD									
Muni									
Northeast	12,600	1.06	D	15,500	0.95	C	--	0.1	0.1
Northwest	13,100	1.13	D	15,300	1.05	D	--	--	--
Southwest	23,300	1.31	D	28,700	1.29	D	--	--	--
Southeast	9,100	1.00	C	12,100	0.88	C	--	--	--
BART									
East Bay	25,800	1.54	F	44,100	1.40	E	--	--	--
Peninsula	11,300	0.80	C	14,600	0.77	C	--	--	--
AC Transit	14,000	0.95	C	17,000	1.16	D	--	--	--
GGT Bus	7,600	0.90	C	12,200	0.81	C	--	--	--
GGT Ferry	1,000	0.56	B	1,700	0.33	A	--	--	--
Tiburon Ferry	300	0.60	B	500	1.00	C	--	--	--
SamTrans	2,900	1.12	D	4,500	1.15	D	--	--	--
CalTrain (SPRR)	4,500	0.68	B	6,200	0.77	C	--	--	--

[1] Passengers per seat is the ratio of total demand to seated capacity.

[2] Level of Service is scale ranging from A to F that relates P/S ratios to passenger loading conditions on transit vehicles.

[3] The percent of demand generated by the project.

[4] —Less than 0.5%.

Sources: Environmental Science Associates, Inc., EIP Associates, Downtown Plan EIR (EE81.3) certified October 18, 1984.

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style parking spaces it would meet its peak demand on-site. In the event that it provided self-park spaces, the 28-space excess parking demand would have to be satisfied by parking at an adjacent lot or garage, such as the North Point Shopping Center garage across Mason Street. Although no overnight occupancy data was collected for this garage, between 12:00 and 5:00 p.m. on weekends, the occupancy rate is 71%.

The proposed Clarion Hotel would provide 132 attendant (119 self-park) parking spaces in an underground parking garage accessible from North Point Street. The project would remove a net total of three on-street parking spaces along North Point Street and four on Taylor Street. The seven displaced on-street parkers would have to find space in an off-street lot or garage since on-street parking is currently at capacity.

Based on the Northern Waterfront Traffic and Transportation Study, there is a peak parking demand of 0.35 spaces per hotel room.[4] The proposed Clarion Hotel would generate a peak parking demand for 131 parking spaces. This maximum demand would occur on overnight (between 10:00 p.m. and 6:00 a.m.) when most guests would be at the hotel. During the day, the demand would drop. If the project provided attendant-style parking spaces, it would meet its peak parking demand on-site. In the event that it provided self-park spaces, the 12-space excess parking demand would have to be satisfied by parking in a nearby garage or lot.

The Clarion Hotel project would result in removal of an 81-space parking lot originally operated as parking for the use of Cost Plus patrons and more recently operated as public parking. The parking demand surveys cited in the Northern Waterfront Traffic and Transportation Study were taken in 1973, 1975 and 1981 and indicate an overall off-street public parking occupancy rate of about 85%. Since the lot on the Clarion site was not a public lot at the time of those surveys, its removal would not affect the rates documented in the study. Addition of the lot to the public parking supply in 1985 would have reduced parking occupancy and its removal would restore occupancy to the 85% noted previously.

Freight and Passenger Loading

The Super 8 Hotel project would have a requirement under Section 152 of the City Planning Code one off-street loading space.[5] The proposed project would provide an off-street service vehicle loading space accessible from Mason Street.

The main entrance to the Super 8 Hotel project would be from North Point Street. There would be a canopied pedestrian island constructed in front of the main entrance to create an off-street auto pick-up and drop-off area and taxi stand. Autos would enter the one-way drop-off area from the west side, and either exit onto North Point Street or proceed down the garage ramp (see Figure 3, page 17). The sponsor intends to request permission from the City for designation of a loading zone for tour buses on the North Point Street side of the pedestrian island. The project sponsor has rejected a mitigation measure to include on-site tour bus loading.

Based on assumed peak demand for passenger loading spaces,[15] the proposed Super 8 Hotel would require four auto loading spaces, two taxi loading spaces and one tour bus loading space. The project would meet this demand.

The Clarion Hotel would be required to provide three freight loading soaces under Section 152 of the City Planning Code.[5] Three loading spaces would be provided and would be accessible from North Point Street. Large service vehicles maneuvering into the off-street loading spaces would temporarily block traffic on North Point Street. The Marriott Hotel surveys showed that single-unit trucks and tractor-trailers represented about 50% of all service vehicle traffic. The proposed Clarion Hotel would potentially generate about 30 weekday and 15 weekend trips by large service vehicles. The Marriott Hotel surveys also showed that about 80% of all daily service vehicle trips occurred between 8:00 a.m. and 3:00 p.m. Thus, most of the maneuvering by large service vehicles at the proposed hotel would not occur during the peak traffic hour thereby reducing potential impacts.

All passenger loading and drop-off would be on-street. The sponsor intends to request permission from the City for designation of a passenger loading zone on Taylor Street in

front of the entrance to the hotel lobby. Permission would also be requested for a taxi stand to be located on Taylor Street, about 30 feet south of North Point and a tour bus loading zone to be located on North Point Street, about 10 feet west of Taylor.

Based on the assumed peak demand for passenger loading spaces the project would require seven auto loading spaces, four taxi spaces, one limousine space and one tour bus loading space. The project would accommodate the demand for auto loading and taxi loading spaces along Taylor Street and for tour bus loading on North Point Street. The project would not include a limousine space. Limousines could use the tour bus loading space when it is empty. Based on identified auto loading spaces, the proposed project would not meet its peak passenger loading demand. This could result in double-parking for auto loading which could interfere with Muni and other traffic on Taylor Street.

There are currently about 12 on-street parking spaces along North Point Street in front of the project site. Room for about nine parallel parking spaces would be available along the project's North Point Street frontage between the garage entrance and the proposed tour bus loading zone.

Along Taylor Street the proposed hotel would provide a taxi loading zone with a capacity for up to three taxis and up to four additional passenger loading spaces. Currently, due to existing curb cuts there are five on-street parking spaces available along the project's Taylor Street frontage. The proposed project would remove up to four of these spaces, leaving one on-street parking space. The project's net on-street parking space removal on both North Point and Taylor Streets would be about nine spaces. The project sponsor is considering a mitigation measure providing on-site auto-passenger and taxi loading which would maintain five on-street spaces on Taylor Street (see page 147).

There is a Muni flag stop for the 15-Third line (Route 15) located in front of the project site on Taylor Street, just south of North Point. There is no bus zone marked on the street and metered parking spaces prevent buses from approaching the curb. Buses must stop in the street rather than pulling off into the parking lane. Most passengers board at the 15-Third terminal about one block away on North Point just west of Mason Street. A taxi stand (about 50 feet long) 30 feet south of North Point should not interfere

with Muni operations, although a clearly marked bus stop would help to keep taxis from interfering with buses. Tour buses parked on North Point close to Taylor would also not interfere with Muni service. The project sponsor is considering a mitigation measure which would allow for on-site passenger drop-off and taxi loading on North Point Street with tour bus loading at the curb on North Point Street. The project sponsor has rejected a mitigation measure to include on-site tour bus loading.

Pedestrians

The Super 8 project site fronts along North Point Street and Mason Street. The sidewalks' effective walkway widths (excluding trees and parking meters on Mason Street and parking meters on North Point Street) are 8-1/2 and 9-1/2 feet, respectively. Crosswalks are provided at the intersection of North Point and Mason Streets. This intersection is signalized. Both North Point and Mason Streets are two-way streets.

The sidewalks along Mason and North Point Streets next to the project site were observed to have "open" pedestrian flow regimes during both the weekday p.m. and weekend peak periods.[6]

Based on the mode split information in Table 12, the proposed hotel would generate about 695 walk trips on weekdays and about 895 walk trips on weekends. During the weekday p.m. peak hour about 60 walk trips would be generated while about 65 walk trips would be generated during the weekend p.m. peak hour.

About 60 pedestrians would use the sidewalks and crosswalks adjacent to the site during the weekday p.m. peak hour. If the project pedestrians used the North Point sidewalk, the Mason Street sidewalk, the North Point crosswalk and the Mason Street crosswalk in roughly equal numbers, the project would add 15 p.m. peak hour pedestrians to each walking route. These pedestrians would not measurably impact the flow regime in this crosswalk (which is currently "open") nor would it delay traffic on North Point Street since traffic is concentrated along Bay Street during the weekday p.m. peak period.

Table 17 shows existing pedestrian flow conditions, existing plus Super 8 Hotel conditions and existing plus both projects Super 8 Hotel and Clarion Hotel conditions.

About 65 pedestrians would also use the sidewalks and crosswalks adjacent to the site during the weekend peak hour. Traffic operations at North Point Street/Mason would be delayed slightly by these additional pedestrians, but since traffic currently experiences long delays at this intersection on weekends, the impacts of the pedestrian travel would only contribute to additional delays.

In conjunction with pedestrians from the proposed Clarion Hotel, the additional pedestrians generated by the proposed Super 8 Hotel would not cause a change in flow regime along any of the adjacent sidewalks or crosswalks.

The Clarion Hotel project site fronts along North Point Street, Taylor Street and Bay Street. Crosswalks are provided at the intersections adjacent to the project site -- North Point/Taylor Streets and Bay/Taylor Streets. Both of these intersections are signalized.

Existing weekday p.m. peak-hour pedestrian flows are unimpeded at the crosswalks leading from the site (Taylor Street-north, Taylor Street-south and Bay Street) with the exception of the North Point crosswalk, which is impeded.[6] The Clarion Hotel would generate about 110 p.m. peak hour pedestrian trips. If all the pedestrians chose to use the same crosswalk in the p.m. peak hour the pedestrian flow regime would not change.

Existing weekend pedestrian activities around the project site are focused primarily on Taylor Street's use as a location for sidewalk vendors, as a location of retail and restaurant activity and as a corridor between the Powell Street/Mason Street cable car line and the Fisherman's Wharf activities along Jefferson Street. Pedestrian flows were observed in the western-most crosswalk at North Point Street and Taylor Street crossing North Point during the weekend p.m. peak hour of adjacent street traffic (3:00 - 4:00 p.m.). The existing flow condition in this crosswalk can be characterized as impeded.[6]

TABLE 17

EXISTING AND PROJECTED PEDESTRIAN FLOW REGIMES

Location	Existing p/f/m[2]	Existing Flow Regime[4]	Existing + Project p/f/m	Existing + Project Flow Regime	Existing Super 8 + Clarion p/f/m	Existing Super 8 + Clarion Flow Regime
Super 8[1]			Weekday			
North Point Sidewalk	0.16	open	0.19	open	0.23	open
Mason St. Sidewalk	0.11	open	0.14	open	0.16	open
North Point Crosswalk	0.16	open	0.19	open	0.23	open
Mason St. Crosswalk	0.16	open	0.19	open	0.23	open
			Weekend			
North Point Sidewalk	0.21	open	0.21	open	0.30	open
Mason St. Sidewalk	0.20	open	0.23	open	0.25	open
North Point Crosswalk	0.25	open	0.28	open	0.30	open
Mason St. Crosswalk	0.17	open	0.18	open	0.20	open
Clarion[3]			Weekday			
North Point Crosswalk	2.2	impeded	2.3	impeded	2.3	impeded
Taylor St. Crosswalk (north)	1.0	unimpeded	1.0	unimpeded	1.0	unimpeded
Bay St. Crosswalk	1.4	unimpeded	1.5	unimpeded	1.5	unimpeded
Taylor St. Crosswalk (south)	0.5	open/ unimpeded	0.5	open/ unimpeded	0.5	open/ unimpeded
			Weekend			
North Point Crosswalk	2.6	impeded	2.7	impeded	2.8	impeded
Taylor St. Crosswalk (north)	1.6	unimpeded	1.6	unimpeded	1.7	unimpeded
Bay St. Crosswalk	1.2	unimpeded	1.3	unimpeded	1.4	unimpeded
Taylor St. Crosswalk (south)	1.0	unimpeded	1.0	unimpeded	1.1	unimpeded

[1] Pedestrian counts for Super 8 conducted by EIP Associates on April 14, 1987 (weekday) and April 25, 1987 (weekend).

[2] p/f/m - pedestrians per foot per minute of effective sidewalk width.

[3] Pedestrian counts for Clarion Hotel conducted by DKS Associates March 26, 1986 (weekday) and March 29, 1986 (weekend).

[4] For a definition of Pedestrian Flow Regime, see Appendix B, Table B-2, page A-54.

The proposed Clarion Hotel would have its main pedestrian entrance midblock on Taylor Street. Based on the mode split and trip generation projections for the hotel developed from the Wharf Hotel surveys, about 125 weekend p.m. peak-hour trips would be generated by the proposed hotel. In the worst case, all of these pedestrians would cross Bay Street along Taylor Street walking to the cable car turnaround. In this worst case, the proposed project would increase the pedestrian flow in this crosswalk by about 17%. This would contribute to vehicular delays at the Taylor/Bay intersection, but would not change the pedestrian flow regime.

In conjunction with pedestrians from the proposed Super 8 Hotel, the additional pedestrians generated by the proposed Clarion Hotel would not cause a change in flow regime along any of the adjacent sidewalks or crosswalks.

Circulation

The main pedestrian and vehicle entrance to the Super 8 project would be from North Point Street. There would be a canopied pedestrian island constructed in front of the main entrance to create an off-street auto pick-up and drop-off area and taxi stand. Autos would enter the one-way drop-off area from the east side, and either exit onto North Point Street on the west side or proceed down the garage ramp to the underground parking garage.

The entrance to the Cost Plus garage is immediately to the west of the proposed Super 8 Hotel garage/auto drop-off exit. Frequently, particularly on weekends, vehicles queue in both directions on North Point waiting to enter the Cost Plus garage. It is possible that garage queues in the westbound lane would extend beyond the Super 8 exit. Vehicles queuing in the eastbound lane could block all eastbound traffic on North Point, preventing eastbound vehicles from entering the Super 8 garage.[7] The entry ramp to the Super 8 Hotel garage would allow for queueing space for about five cars. It is anticipated that cars from the Super 8 Hotel would not queue onto North Point Street.

The sponsor intends to request permission from the City for designation of a loading zone for tour buses on the North Point Street side of the pedestrian island. Although tour buses

would not generate many vehicle trips, the bus loading zone would double as a secondary loading area outside of Super 8 Hotel's porte cochere.

The parking garage entrance/exit for the Clarion Hotel would be located on North Point Street west of Taylor Street (near the western edge of the project site) while a tour bus/van loading area would be located on North Point Street about 10 feet west of Taylor Street. The main pedestrian entrance and a taxi loading zone would be located on Taylor Street between North Point and Bay Streets.

While circulation is uncongested on weekdays, current circulation at the project site is congested on weekends. On weekends, queuing occurs at the entrance to the 81-space on-site parking lot which constrains traffic flow on North Point Street. The proposed project would remove this parking lot while locating a parking garage entrance/exit for 132 cars on North Point Street further west than the current driveway to the surface lot. Any vehicle queuing that would occur at the entrance to the hotel's garage would be accommodated off-street along the entrance ramp. (About 14 vehicles could be accommodated on the ramp.) Locating the garage's entrance closer to the lightly used Jones Street (more lightly used by pedestrians and vehicles as observed in the field) would help relieve some of the weekend afternoon congestion at North Point Street and Taylor Street. However, since the project is adding 51 spaces to the existing condition, it was assumed for the traffic analysis section of this report that the North Point/Taylor intersection would remain as congested as it currently is on weekends.

The location of on-street passenger loading from autos, taxis and tour buses, on Taylor and North Point Streets, could result in disruption of vehicular traffic at peak times. This disruption could occur due to double-parking at peak loading times and the necessity for cars to drive around the block via Bay Street to get from the auto drop-off on Taylor Street to the entrance of the parking garage on North Point Street. The project sponsor is considering a measure which would mitigate this potential impact (see page 145).

Construction Activity

During the construction period, transportation impacts would result from truck movements to and from the site during demolition, excavation, and construction activity. Demolition would generate an average of 5-10 truck movements per day in or out of each of the project sites, between 9:00 a.m. and 3:30 p.m. Excavation would generate an average of 25 truck movements per day in or out of each of the project sites, between 9:00 a.m. and 3:30 p.m. Trucks would probably use Bay and The Embarcadero to reach The Embarcadero freeway (I-480) and would haul debris and excavation materials to a disposal site in South San Francisco. Construction activities (concrete pouring and finishing) would generate an average of 12-15 truck movements per day from each site. Deliveries of materials would occur between 9:00 a.m. and 3:30 p.m. The actual duration of each construction activity has not yet been established.

During the construction period, the sidewalks fronting the project sites would be affected, although they would not necessarily be closed. Lane and sidewalk closures are subject to review and approval by the Department of Public Works.

Temporary parking demand from construction workers' vehicles, and impacts on local intersections from construction work traffic, would occur in proportion to the number of construction workers who use automobiles.

The impact of construction truck traffic would be a slight lessening of the capacities of access streets and haul routes because of the slower movements and larger turning radii of trucks. Muni runs along Bay, Taylor and North Point Streets. Lane blockage on these streets by queued trucks, if it were to occur, would reduce the capacity of this street and would interfere with the operation of the Muni system. Blockage during times of peak traffic flow would have greater potential to create conflicts than during non-peak hours because of the greater peak-hour numbers of vehicles in adjacent lanes and vehicles (autos and buses) that would have to maneuver around the queued trucks.

CUMULATIVE IMPACTS

This section identifies transportation impacts of potential future development being studied as part of the Northern Waterfront Study. The following sections discuss future travel demand changes, and the corresponding impact on traffic, transit, pedestrian and parking conditions in the study area.

Travel Demand

Travel demand has four basic components: trip generation, mode split, trip distribution, and trip assignment. Specific data for the Northern Waterfront area land uses were developed through a series of surveys of travel characteristics. This data were then applied to identify the amount of net new trips which would be generated in the study area. As part of the Northern Waterfront Traffic and Transportation Study, three land use scenarios have been evaluated including Scenario A (Hotel/Retail), Scenario B (Office/Retail), and Scenario C (Housing/Office). Based on extensive trip generation, mode split and trip distribution data collected within the study area, a comprehensive assessment of travel was prepared. Scenario A would generate the greatest number of person trips, adding 28,000 daily trips on weekdays and 32,100 trips on weekends. During the weekday evening peak hour, Scenario B would generate the greatest number of net new vehicle trips (1,070) but the least number of vehicle trips for the weekend PM peak hour (350). For this EIR, Scenario A, Hotel and Retail Development, because it generated the highest number of daily trips, was used as a worst case scenario to analyze projected long-term development impacts on the Northern Waterfront. A complete discussion of the surveys and summaries of trip generation, mode split, trip distribution and trip assignment for all three scenarios is in the Northern Waterfront Traffic and Transportation Study, (DKS Associates, March, 1987).

Trip Generation

Vehicle trip generation was estimated based on surveys of comparable land uses in the Northern Waterfront. The Hotel/Retail scenario generates 830 net new vehicle trips in the weekday p.m. peak hour, and 650 in the weekend p.m. peak-hour. The auto driver trip distribution was derived by eliminating person trips by non-auto modes such as transit or walking and recalculating the trip distribution. Vehicle trips to and from the proposed

developments were assigned to the existing street network within the study area based on a combination of the derived auto driver trip distribution, the existing vehicle travel patterns, and the trip assignment information collected by DKS Associates as part of the pedestrian interviews conducted at the Wharf. Primary vehicle access routes to/from the Wharf are The Embarcadero, and to a lesser extent, Bay/Franklin Street, and Van Ness and Columbus Avenues. Table 18, page 116, shows the number of net new person trips for a typical weekday and weekend day, the mode split for those person trips, trip distribution and the number of vehicle trips for cumulative land uses under the Hotel/Retail scenario.

Future traffic volumes were computed by estimating specific traffic loadings of new land use scenarios in the Northern Waterfront area, growth in background traffic, and growth of through travel. Traffic from the land use scenario was estimated and assigned to the roadway network based on the trip generation, mode split, trip distribution, and trip assignment process. Growth in background traffic has been estimated based on historical trends of tourist activity in San Francisco. To account for expected growth in background traffic to the horizon year,[8] existing traffic volumes within the Wharf have been increased by 14%[9] for streets such as the north/south streets and Jefferson and Beach Streets. Growth of through travel along Bay Street was estimated consistent with projected growth of travel to the North Bay and northwest San Francisco as part of the Downtown EIR. Consequently, through traffic along Bay Street was increased by 6.1%.[10] This growth in through traffic was applied only to the through component of traffic on Bay Street. Through traffic on Bay Street was determined for the p.m. peak hour based on traffic count data collected for the Northern Waterfront Traffic and Transportation study.

Existing Traffic Conditions

There are three factors which appear to have direct influence on congestion at the Northern Waterfront: parking, pedestrians and through traffic. Throughout the Northern Waterfront traffic backs up near the parking garages due to the garage becoming full and traffic waiting to get in. This is particularly critical at the Pier 39 garage and affects traffic in a two-block vicinity of the garage on weekends, but generally only Powell Street on weekdays. Pedestrian concentrations affect traffic operation along Jefferson Street,

TABLE 18

POTENTIAL CUMULATIVE DEVELOPMENT IN THE NORTHERN WATERFRONT AREA UNDER THE HOTEL/RETAIL SCENARIO "A"
Trip Characteristics

TRIP GENERATION - Net New Person Trips

	Weekday	Weekend
Daily	28,000	32,100
PM Peak-Hour	2,680	2,590

MODE SPLIT - Net New Person Trips in PM Peak-Hour

Mode	Weekday	Weekend
Auto	1,520	1,480
Transit	400	370
Walk	620	680
Other	140	60
Total	2,680	2,590

TRIP DISTRIBUTION - Net New Person Trips in PM Peak-Hour

Area	Weekday	Weekend
SF (NE)	1,400	1,530
SF (NW)	160	80
SF (SE)	90	70
SF (SW)	150	100
East Bay	380	340
Peninsula	340	350
North Bay	160	120
Total	2,680	2,590

VEHICLE TRIP GENERATION - Net New Vehicle Trips

	Weekday	Weekend
Daily	8,300	8,200
PM Peak Hour	830	650

Source: DKS Associates.

Taylor Street and at the intersection of Beach and Hyde Streets. Pedestrian/vehicle conflicts reduce intersection capacities at these locations and often result in slow vehicle speeds and delays. Through traffic has its greatest effect on Bay Street, since it serves as a connection from the downtown to western San Francisco and the North Bay. Traffic generally backs up at Columbus Avenue and Bay Street during the p.m. peak hour.

Congestion tends to be localized at garage access points and in areas with heavy pedestrian activity, but does not affect intersection Levels of Service. Beyond these congested areas, traffic conditions on other streets in the Wharf are generally good. Level of service and volume-to-capacity ratios were computed for the study intersections. Except for intersections along Bay Street and the intersections of Beach/Hyde (weekends), most intersections currently operate at level of service (LOS) "A," "B" or "C" during the p.m. peak hour both on weekday and weekend days.

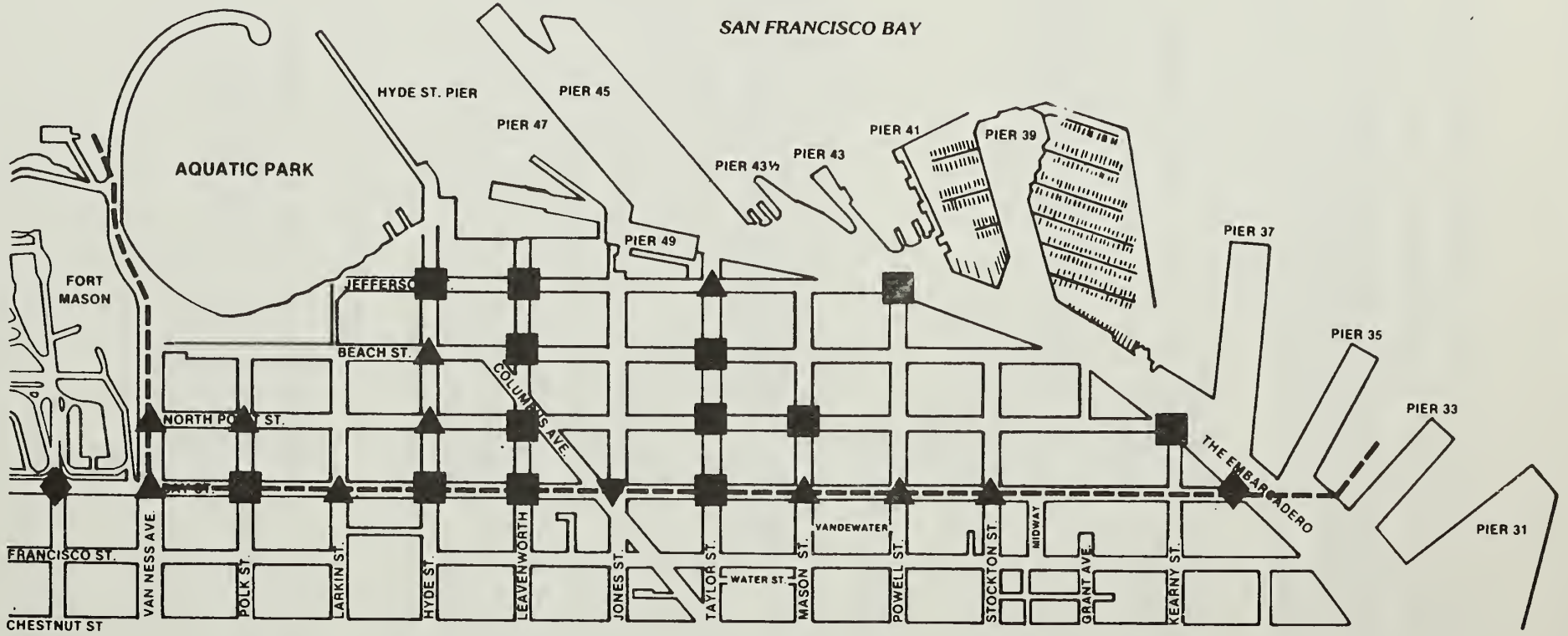
Future Cumulative Traffic Conditions

Upon buildout of the land use scenario, future traffic operations along Bay Street would become more congested. Figures 27 and 28, pages 118 and 119, present the level of service computed for a weekday and a weekend. With the existing circulation system, LOS F condition would occur at the intersection of Columbus/Bay on weekdays with Franklin/Bay and Embarcadero/Bay operating at LOS E. On weekends with future development Van Ness/Bay and Columbus/Bay would operate at LOS F. More acceptable (LOS "D" or better), but somewhat more restricted traffic conditions would occur on most streets located north of Bay Street. On weekends, Taylor/Jefferson and Hyde/Beach would be in the LOS "D" to "E" range, representing more unstable traffic conditions and increased delays compared to today. Traffic flow on North Point would change from "A/B" conditions to "B/C" conditions with potential congestion due to added traffic at Polk Street.

Compared to existing weekday conditions, LOS at 12 of the 26 intersections would become worse. Intersections projected to be operating at degraded levels of service are listed below. Presently, only three intersections operate at LOS "D," "E" or "F." In the future there would be no intersections operating at LOS "D".

PROJECTED WEEKDAY INTERSECTION PERFORMANCE
PM PEAK HOUR

FIGURE 27



LEVEL OF SERVICE

- A, B
- C
- D
- E
- F

NORTHERN WATERFRONT TRANSPORTATION STUDY AREA BOUNDARY

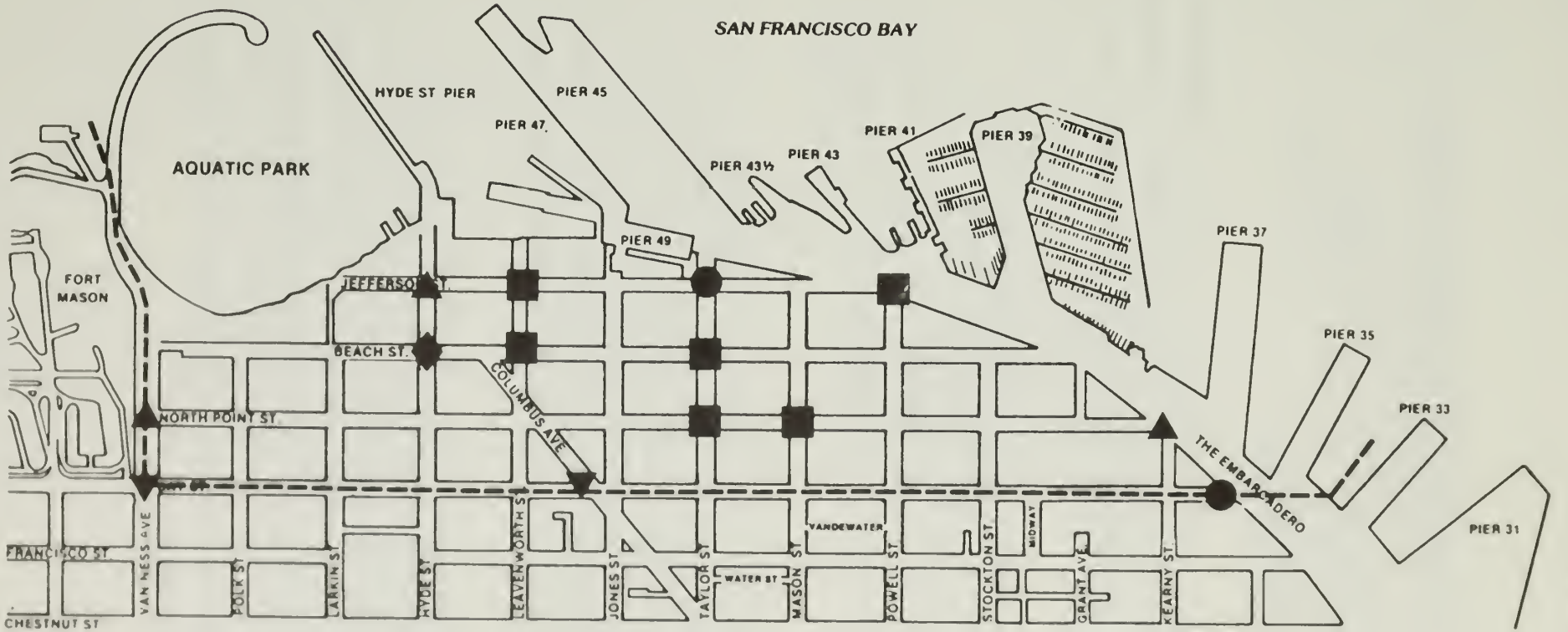
FEET 0 200 400 800

SOURCE DKS ASSOCIATES

84166/8501L

PROJECTED WEEKEND INTERSECTION PERFORMANCE
PM PEAK HOUR

FIGURE 28



LEVEL OF SERVICE

A, B

C

D

E

F

NORTHERN WATERFRONT TRANSPORTATION STUDY AREA BOUNDARY

FEET 0 200

SOURCE: DMJM ASSOCIATES

Projected Weekday PM Peak-Hour Conditions
Existing Circulation Pattern

LOS "E"	LOS "F"
Franklin/Bay	Columbus/Bay
Embarcadero/Bay	

During weekend conditions, LOS at seven of the 14 study intersections got worse, generally degrading the level of service. Intersections projected to be operating at D or worse levels of service are listed below. Today there are three intersections operating at LOS "D," "E" or "F."

Projected Weekend PM Peak-Hour Conditions
Existing Circulation Pattern

LOS "D"	LOS "E"	LOS "F"
Embarcadero/Bay	Hyde/Beach	Van Ness/Bay
Taylor/Jefferson		Columbus/Bay

Transit

Existing transit ridership information indicates that with the exception of the cable cars, transit service within the Wharf is generally underutilized.[11] Weekday p.m. peak-period load factors for the eight Muni lines serving the Wharf average approximately 0.39 passengers per seat. The cable cars on the other hand are very full with a load factor of about 1.77 passengers per seat in the weekday p.m. peak period (see Table 19, page 122.)

Specific data was collected regarding cable car ridership on weekends. Patrons were observed boarding and alighting from cable cars between 10 a.m. and 6 p.m. at the two terminals located at Beach/Hyde and Bay/Taylor. The peak hourly patronage occurred between 12:00 and 1:00 p.m. with about 1,760 riders on both lines. Additionally, waiting times to board a cable car at the Beach/Hyde turnaround were surveyed. Between 12:00 noon and 6:00 p.m., cable car waits ranged between 50 and 65 minutes. Wait times observed at the Bay/Taylor turnaround were somewhat less, averaging between 30 - 45 minutes throughout the survey.

Based on the observed waiting times and the relative flatness of the cable car patron count curve, it is apparent that the cable car lines are effectively operating at capacity, at least during the hours from 12:00 to 6:00 p.m. on weekend days. This leaves little room for ridership growth since substantial additional capacity from additional cars or shorter headways is basically impossible.

Future Transit Development

Based on the trip generation and mode split data, an estimate has been made of the expected increase in transit travel resulting from the proposed land use scenario. Table 19, page 127, summarizes the expected increase in weekday, Saturday, and weekday p.m. peak period transit ridership for the land use scenario.

The total number of additional weekday daily transit trips generated is expected to be about 3,890 riders. On a Saturday, the number of daily transit trips generated is expected to be 4,010. During the weekday p.m. peak period (4 - 6 p.m.), roughly 700 transit trips will be generated.

Future patronage data was developed based on Department of City Planning information. This analysis is only intended to provide a rough estimate of future transit ridership in relation to existing ridership (see Table 20, page 123). Weekday inbound ridership was increased 23% to account for growth in the downtown area.[12] Ridership growth beyond that created by the downtown area and the Northern Waterfront was not considered. The impacts of cumulative downtown growth on MUNI patronage have been addressed in detail in the Downtown Plan EIR.

Projected weekday daily MUNI trips generated by the proposed land use scenario (3,890) represent a 17% increase in existing ridership. The rough estimates of ridership for the weekday peak period indicate that MUNI bus lines have adequate capacity to serve future demands within the Northern Waterfront. However, some crowding would occur during the peak.

TABLE 19

CUMULATIVE DEVELOPMENT IN NORTHERN WATERFRONT
PROJECTED INCREASE IN TRANSIT TRIPS - YEAR 2000

	Total	Muni	Cable Car	Other Transit
Weekday	3,890	2,200	1,430	260
Weekend (Saturday)	4,010	1,200	2,560	250
Weekday P.M. Peak Period	700	380	270	50

Source: DKS Associates, Northern Waterfront Traffic and Transportation Study, August 1986.

Weekday and weekend daily cable car trips generated by the land use scenario would represent an estimated 6 to 10% increase in existing ridership. Because the cable car lines are currently operating at capacity on most days during the tourist season, it is not expected that the cable car system would be able to accommodate this additional demand without greater delays.

Parking

The Fisherman's Wharf area was included in the Five-Year Action Plan for Neighborhood Parking[13] and was identified by the City as one of the top 10 priority districts in San Francisco. The parking problems in the study area are compounded by seasonal tourist demand which has different parking characteristics than elsewhere in the City. One of the primary problems is serving tourist demand for parking on weekends.

The problem is not simply the number of spaces but the access to parking. At other tourist attractions (such as Disneyland or Knott's Berry Farm) people arrive and immediately park in a large lot controlled by attendants and leave their car behind for the rest of the tour. At the Wharf, tourists meander through streets attempting to find parking without a true definition that they have arrived. This frequently results in

TABLE 20

MUNI PATRONAGE PROJECTIONS
Northern Waterfront Cordon Ridership

	Weekday Peak-Period (4-6 p.m.)		Weekday Daily		Weekend Daily	
	Riders	P/S[1]	Riders	% Change	Riders	% Change
Existing						
MUNI[2]	4,100	0.39	23,600	--	22,300	--
Cable Car	4,300	1.77	25,000	--	25,000	--
Future Base[3]						
MUNI	4,800	0.45	26,200	17%	22,400	0%
Cable Car	4,300	1.77	25,000	0%	25,000	0
Future Base and Future Development[4]						
MUNI	5,200	0.49	28,400	8%	23,600	5%
Cable Car	4,600	1.89	26,400	6%	27,600	10%

[1] P/S represents the estimated passengers to seat ratio for the PM peak period. The % change column represents the change in ridership compared to existing.

[2] Represents ridership entering and exiting study area (MUNI lines 15, 19, 32, 39, 47 and 49). The 30 and 42 lines, which pass through the study area, are represented by their maximum load points: Columbus/North Point for the 30 and Van Ness/Bay for the 42.

[3] Future base was determined by factoring inbound ridership by 23% based on results found in the Downtown Plan EIR, page IV.E.29, Table IV.E.2. No estimate of future growth was made for weekend ridership (no available data) or cable cars (no available capacity).

[4] Future Base plus estimated trip generation from Future Development.

Source: San Francisco Department of City Planning, San Francisco Municipal Railway Planning, EIP Associates, and DKS Associates.

confusion for people unfamiliar with parking locations or traffic patterns of the Northern Waterfront. The Pier 39 garage acts to some extent as the "big lot" for many visitors in that it is big (nearly twice the size of any other lot or garage), identifiable (right on The Embarcadero) and close to the activities. Because of this, the area near the Pier 39 garage is congested as people wait their turn to park.

Parking Demand

To identify the future parking impact of the land use scenarios, parking demand ratios specific to the main Northern Waterfront land uses were developed. For the land use scenario, the following information was developed: 1) the number of stalls removed by the land use plans; 2) the amount of parking proposed; 3) the estimated code required parking; and 4) the estimated parking demand.

Removed Parking. About 600 off-street parking spaces would be removed from "soft sites" 4, 5, 7, 10 and 11 (see Figure 13, page 38). Beyond parking removal due to specific development, the Northeastern Waterfront Plan identifies as a goal the removal of waterfront parking.[14] 200 spaces on Pier 43 1/2 may be relocated in-land under this policy. Therefore, to avoid impacts from removal of existing parking which is well utilized, replacement parking of about 800 parking stalls would be needed. Additionally, there may be some on-street parking removal due to new driveways, passenger loading areas and loading docks. The amount of on-street parking removal with each project is dependent upon the individual site design.

Parking Supply/Code Requirements/Demand. Table 21, page 125, identifies the amount of parking provided by the land use scenario, the estimated code requirement and the peak weekday and weekend demand based on the parking ratios. The City Planning Code required parking is greater than the net new demand. However, the net new demand does not account for parking removal. The sum of net new demand and replacement parking generally is close to the code requirement of parking for the land use scenario.

TABLE 21

PARKING CHARACTERISTICS OF CUMULATIVE DEVELOPMENT
UNDER HOTEL/RETAIL LAND USE SCENARIO

DEMAND	Weekday	Weekend
Net New Demand	1,370	1,180
Removed/Relocated Parking[1]	800	800
Total Demand (Net New Demand + Replacement Parking)	2,170	1,980
SUPPLY		
Proposed Parking Supply[2]	1,670	1,670
Proposed Supply Minus Total Demand	-500	-310
ESTIMATED CODE REQUIREMENTS	2,150	2,150

[1] Removed and relocated parking represents existing parking removed from land use development (600 spaces) plus the 200 spaces on Pier 43.

[2] Parking supply was estimated from specific project proposals when available and City Planning Code requirements and site size if specific projects have not been identified.

Sources: DKS Associates.
EIP Associates.

Pedestrian

Pedestrian flows were counted at several locations in the Northern Waterfront. The pedestrian flow rate was analyzed for peak 15-minute periods on a weekday and weekend afternoon. The pedestrian flow rates reflect the number of pedestrians per foot of effective sidewalk width (unobstructed width) per minute. Cumulative pedestrian flows were evaluated to determine their effect on pedestrian conditions.

The flow rates indicate that during weekdays, pedestrian flow is within the impeded flow regime or better. The heaviest existing weekday pedestrian flows occur on Jefferson Street. During weekends, pedestrian flow is heavy along The Embarcadero to Pier 39, along Jefferson Street and along Beach Street near Hyde. Constrained or crowded flow conditions occur at seven of the counted locations. With future development, weekday pedestrian flows would degrade at Jefferson and Taylor with three locations experiencing crowded or constrained flow. On weekends with future development, nine locations would experience constrained, crowded or congested flow regimes. In particular, the south side of Jefferson Street near Taylor would be congested, which represents unacceptable pedestrian conditions. Flow conditions along The Embarcadero would be degraded to constrained flow.

Weekday pedestrian flows for the Northern Waterfront area are shown in Figure 29. Weekend pedestrian flows are shown in Figure 30.

The greatest pedestrian problem in the Northern Waterfront area is the lack of clear pedestrian walkways. The street artists, vendors, crab/shrimp sales and arcades nearly eliminate clear walking lanes and result in congestion due to people conducting business. Alternative paths are limited and do not fall within the primary lines of activities. Walk trips are essential to the transportation system in the Northern Waterfront. Many of the shopping trips are linked together by making stops at several stores.

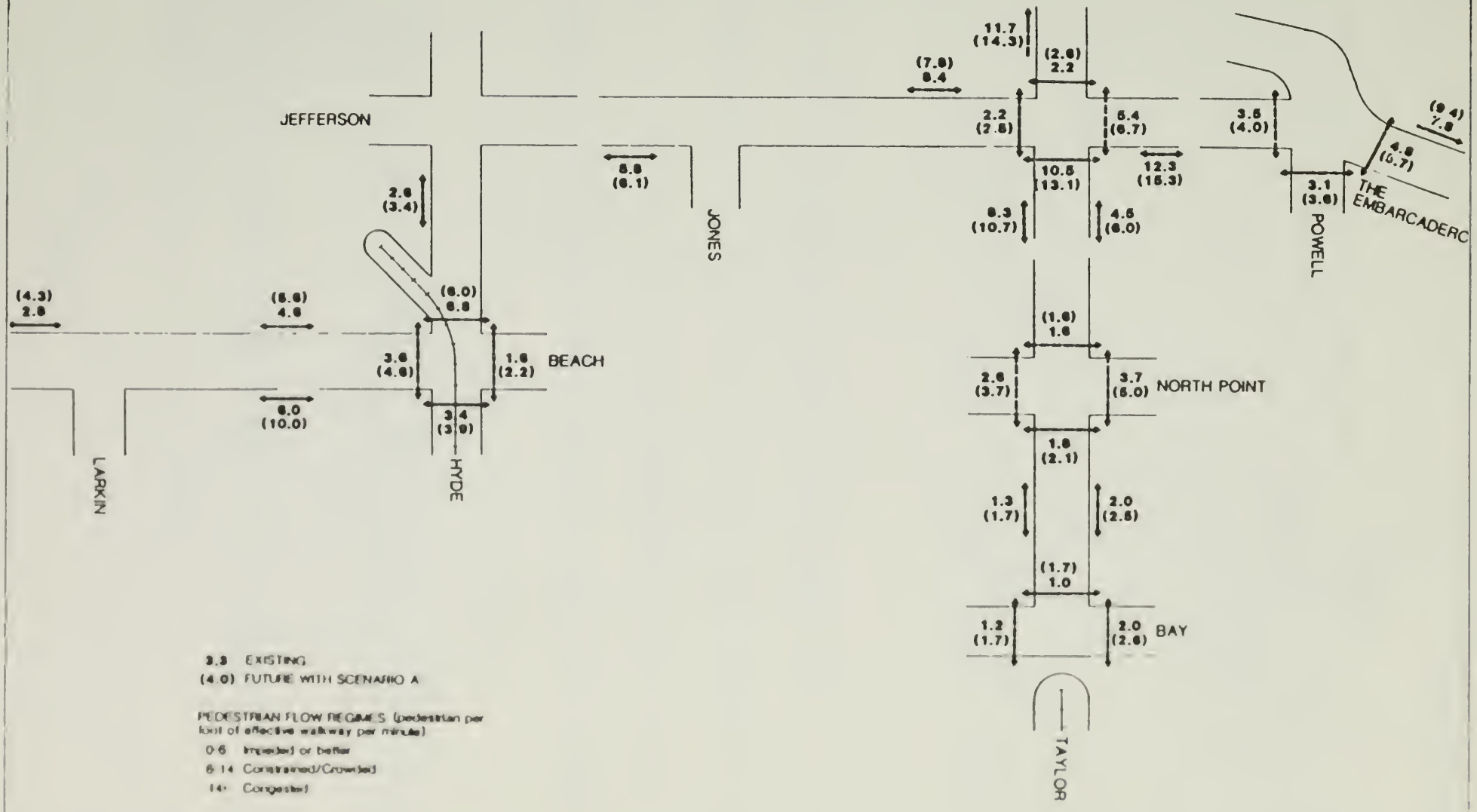
Truck/Tour Bus/Passenger Loading

Truck loading data from hotels in the Wharf area indicates that the criteria established in previous City studies[15] for determining truck activity is valid in the Northern Waterfront

CUMULATIVE WEEKEND PEDESTRIAN FLOWS
P.M. PEAK HOUR

FIGURE 29

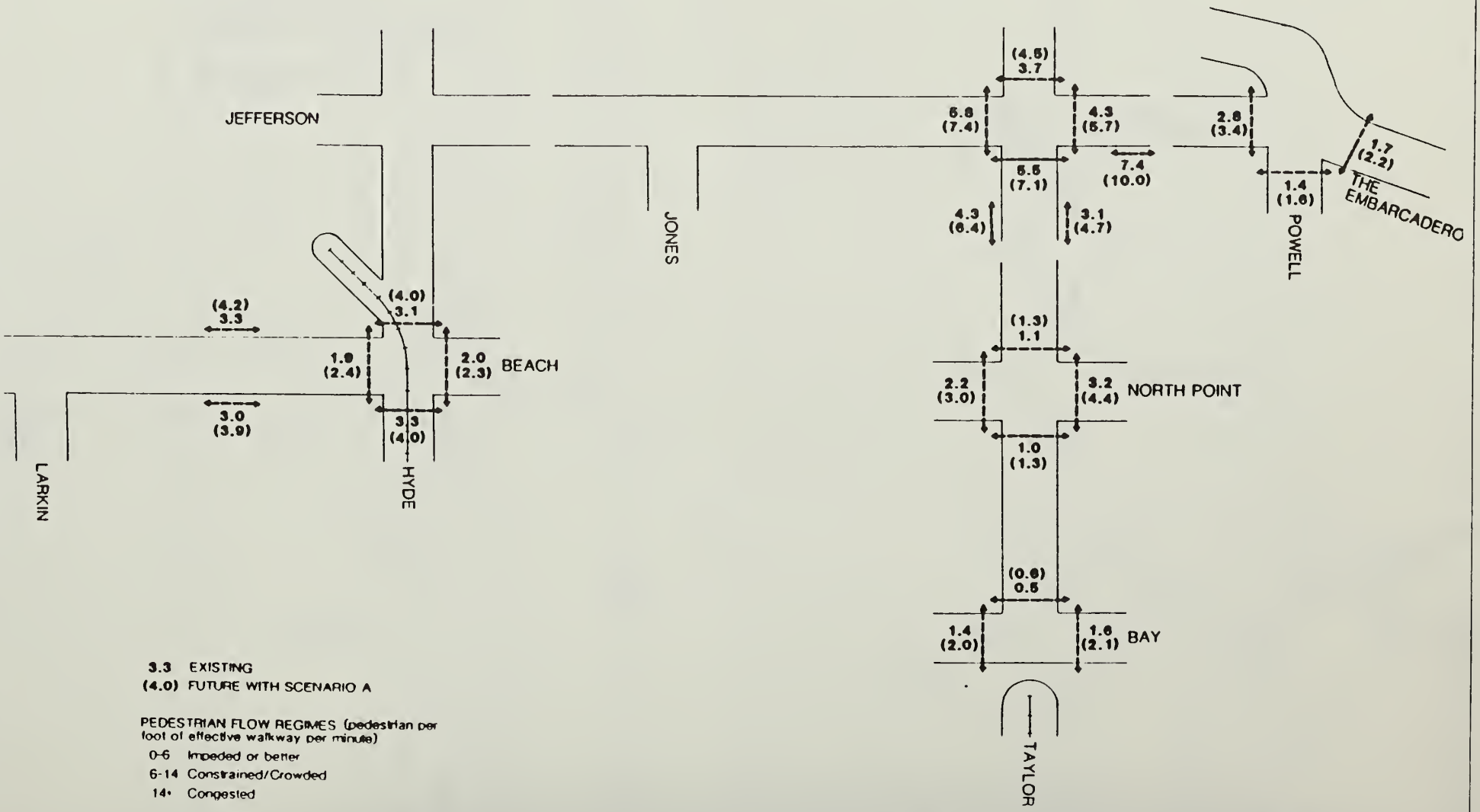
SOURCE: DKS ASSOCIATES



CUMULATIVE WEEKDAY PEDESTRIAN FLOWS
P.M. PEAK HOUR

FIGURE 30

SOURCE: DKS ASSOCIATES



3.3 EXISTING
(4.0) FUTURE WITH SCENARIO A

PEDESTRIAN FLOW REGIMES (pedestrian per foot of effective walkway per minute)

0-6 Impeded or better
6-14 Constrained/Crowded
14+ Congested

84166

area and hotels should provide truck loading facilities as required by code. Tour bus surveys of hotels in the Northern Waterfront[16] indicate that hotels of 200 to 300 rooms can have 6 to 10 tour buses a day service a hotel. Presently, many of the hotels use curb space on north/south streets to accommodate passenger loading and alighting. Since these activities usually are short in duration, they typically do not have continuous impact on traffic flow. However, with future development, the north/south streets would be needed for more circulation of traffic in the area and these conflicts would start to create traffic delays and disrupt flow. Studies of downtown hotels indicate that the greatest loading need for hotels is the dropping off and picking up of passengers (via taxi, private auto or limousine).[17] Several of the hotels in the Northern Waterfront accommodate this activity off-street. The rate of auto passenger drop-off, using the porte cochere, is nearly 10 times as great as tour buses.[18]

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[1]Surveys of the Marriott and Howard Johnson's at Fisherman's Wharf, conducted by DKS Associates on Thursday, May 23, 1985 and Saturday, May 25, 1985.

[2]Trip generation rates include trips from meeting rooms, bars, restaurants and other ancillary hotel activities.

[3]San Francisco Department of City Planning, City Planning Code, Section 151, Table 4.

[4]Northern Waterfront Traffic and Transportation Study, Table A-25, page A-38. Weekend parking demand is estimated at 0.35 spaces per room; weekday parking demand is estimated at 0.33 spaces per room.

[5]City and County of San Francisco, Planning Code, Section 152, Table 152.

[6]Pedestrian counts for the Super 8 Hotel, along Mason and North Point Streets, were conducted by EIP Associates on April 14, 1987 (weekday) and January 17, 1987 (weekend). Pedestrian counts for the Clarion Hotel, along Taylor, Bay and North Point Streets, were conducted by DKS Associates on March 26, 1986 (weekday) and March 29, 1986 (weekend).

[7]EIP Field Observations, Saturday, January 17, 1987, 4:30 p.m. It was observed that automobiles queue in North Point Street to enter the Cost Plus parking garage.

[8]The horizon year is expected to be 15 to 25 years from now.

[9]Growth in background traffic in the Northern Waterfront was assumed to occur due to increased tourist activity not associated with new land uses. That is to say if no change in land use occurred in the study area, the attraction of Fisherman's Wharf would generate new trip activity due to increased tourism. The estimate of growth was based on historical tourism trends projected forward 15 years. San Francisco Visitors and Convention Bureau, 1985.

[10]"Downtown Plan EIR," EE81.3, San Francisco Department of City Planning, Certified October, 1984, page IV.E.35, Table IV.E.3. Estimates based on North Bay growth which was used to represent growth in Marin and western San Francisco through traffic.

[11]Based on conversations and data provided by Bill Wycko and Rebecca Kohlstrand, San Francisco Department of City Planning, August, 1986. Bus boarding and alighting data based on route profile reports prepared for MUNI, Spring, 1984 and Department of City Planning boarding and alighting counts, Spring, 1986. Cable care data provided by the MUNI Information Office and the Department of City Planning.

[12]Downtown Plan EIR, Table IV.E.2, page IV.E.29.

[13]"Five-Year Action Plan for Neighborhood Parking: Final Report - Volume One: Findings and Recommendations," San Francisco Department of City Planning, April, 1986. Fisherman's Wharf area listed as the ninth highest priority district in the City. Measures for implementation included better parking signage, conversion of unregulated or posted curbside parking to metered parking and expanding validation programs.

[14]City and County of San Francisco, Northeastern Waterfront Plan; Transportation, Objective 1, Policies 3, 4, 5 and 6.

[15]"Center City Pedestrian Circulation and Goods Movement Study," San Francisco Department of City Planning, by Wilbur Smith & Associates, September, 1980.

[16]Compilation of surveys produced for Consultant's Background Document on Transportation: 46 Stockton Street Hotel, for the San Francisco Department of City Planning, by DKS Associates, January 8, 1986.

[17]Based on DKS Associates hotel surveys of queuing activity at Embarcadero Hyatt Regency (September, 1981), Jack Tarr - Cathedral Hill (1977), and Stanford Court (April, 1985) along with data from J. Forristall field survey of the Hilton Hotel (1980) the following general requirements based on peak demand were developed: 2 auto spaces per 100 rooms, 1 taxi space per 100 rooms, 1 limousine space per 500 rooms and 1 tour bus space per 300 rooms. This data was compared to the hotel surveys of Fisherman's Wharf and found to be reasonably consistent.

[18]Based on DKS Associates surveys of the Marriott and Howard Johnson's at Fisherman's Wharf. Both locations have drive-through entries for automobiles.

E. AIR QUALITY

Upon completion, the project would affect air quality in two ways. Emissions would be generated by project-related traffic, and by combustion of natural gas for building space and water heating. Transportation sources would account for over 95% of project-related emissions.

Table 22, page 132, shows projected daily emissions of pollutants from project-generated traffic, for cumulative development in the Northern Waterfront area projected in the Northern Waterfront Traffic and Transportation Study and total emissions projected for the entire Bay Area in 2000 by the Bay Area Air Quality Management District (BAAQMD). The Super 8 Hotel project would contribute about 2.7% and the Clarion Hotel project would contribute about 4.9% to the emissions generated by new development in the Northern Waterfront.

Nitrogen oxides (NOx) and hydrocarbons (HC) are both chemical precursors of ozone. Motor vehicles emit more NOx than HC, and the emissions from building natural gas combustion would consist primarily of NOx. As demonstrated by the Livermore Regional Air Quality model (LIRAQ) regional ozone computer simulations conducted for the 1982 Bay Area Air Quality Plan, an increase in the future NOx emissions compared to HC emissions would lead to a decrease in ozone compared to present levels. This model has also shown that Bay Area ozone concentrations are expected to be within the federal standard in 1987, and thereafter. As future NOx emissions from cumulative development in San Francisco would exceed future HC emissions, this development would not lead to an increase in total Bay Area ozone concentrations.

At the same time, total emissions of both NOx and HC are expected to decrease in San Francisco. Total NOx emissions would decrease in San Francisco by about two percent from 1984 to 2000, but would increase in the Bay Area by about five percent from 1984 to 2000. It is possible that excess NOx emissions generated by cumulative development (including the projects) could increase ozone and/or nitrogenous oxidant concentrations further downwind, outside the Bay Area. In addition, NOx emissions generated by cumulative development (including the projects) throughout the Bay Area could increase

TABLE 22

PROJECTED DAILY POLLUTANT EMISSIONS

Pollutant	Emissions (tons per day)[1] Clarion Hotel	Super 8 Hotel	Northern Waterfront[4]	Bay Area[5] 2000
Hydrocarbons	.003	.001	0.056	560
Nitrogen Oxides	.003	.002	0.069	492
Carbon Monoxide	.025	.014	0.510	2,170
Particulates	.006	.003	0.117	764
Sulfur Oxides	.0005	.0003	0.011	225

[1]Project and cumulative emissions calculated using BAAQMD, EMFAC6D vehicle emission factors which take the vehicle I/M program into account. Emissions of HC, NOx, and CO include an assumed six minutes of idling time per vehicle trip. Emissions of TSP include dust disturbed from roadway surfaces.

[2]Based upon a weighted daily average of 2,282 miles traveled.

[3]Based upon a weighted daily average of 1,236 miles traveled.

[4]Incremental emissions of Northern Waterfront cumulative development, per The Northern Waterfront Traffic and Transportation Study, Final Consultants Report, March 1987. Based upon a weighted daily average of 46,200 miles traveled.

[5]Bay Area Air Quality Management District, Air Quality and Urban Development: Guidelines for Assessing Impacts of Projects and Plans, page VI-6, November, 1985.

Source: EIP Associates.

acid rain further downwind, outside the Bay Area, though to a relatively small extent due to the magnitude of the increase and to dilution over time and distance.

According to the Northern Waterfront Traffic and Transportation Study, area-wide traffic volumes in the Northern Waterfront area (including growth from other sectors of San Francisco and the region) would increase by about 19% on weekdays and 14% on weekends, over 1986 volumes. However, in 2000 the average vehicle is expected to emit 40% less carbon monoxide (CO) than in 1986 due to ongoing state and federal emissions controls.

Curbside CO concentrations at selected intersections that would be affected by project-generated traffic and by cumulative development traffic were projected for conservative conditions, and are compared with ambient standards in Table 23, page 134. These projections were calculated using the same revised version of the Modified Linear Rollback (MLR) model which was developed for the Downtown Plan EIR, although the emission factors differ from those used in the Downtown Plan EIR.

The California Legislature has mandated a biennial inspection and maintenance (I/M) program which applies to most cars and light trucks in California and which went into operation in March 1984. CO emission reductions from this program were not available as input factors in the revised MLR for the Downtown Plan EIR. Since then the California Air Resources Board has published revised emission factors which have been used in the revised MLR for these projects.

At present, there are no violations of either the one-hour or the eight-hour average CO standards expected at any of the intersections modeled. The intersections that come closest to violating the eight-hour standard are Columbus Avenue at Bay Street and Van Ness Avenue at Bay Street, with CO levels estimated at 8.8 and 8.6 ppm, respectively, during the week and levels estimated at 8.0 and 8.7 on the weekends. Despite traffic congestion (which is a relationship between volume and capacity) in the Fisherman's Wharf area, there are not sufficiently high traffic volumes to cause predicted excesses of CO standards. CO levels are expected to decline in the future, largely because technological advances that make car engines burn fuel more efficiently and reductions due to the I/M program will outpace increases in traffic at these intersections. Violations of the CO standards, therefore, are not predicted in 2000.

TABLE 23

EXISTING AND PROJECTED CURBSIDE CARBON MONOXIDE CONCENTRATIONS AT SELECTED INTERSECTIONS

Intersection	Averaging Time	Concentrations (ppm)[1] 1986 Weekday	1986 Weekend	Projected[2] Weekday	Projected[2] Weekend
Jefferson/	1-hour	7.0	7.4	5.2	5.3
Taylor	8-hour	5.2	5.7	3.9	4.1
Van Ness/	1-hour	11.5	11.1	8.1	7.8
Bay	8-hour	8.6	8.7	6.1	6.0
Columbus/	1-hour	11.1	10.2	7.9	7.1
Bay	8-hour	8.8	8.0	6.1	5.6
Embarcadero/	1-hour	9.9	9.7	7.0	6.9
Bay	8-hour	7.9	7.5	5.5	5.4

[1] Calculations for all scenarios were made using a revised version of the Modified Linear Rollback (MLR) method described in the Downtown Plan EIR. Background concentrations were calculated to be 5.7 ppm for 1 hour and 4.2 ppm for 8 hours in 1986, and 4.2 ppm for 1 hour and 3.0 ppm for 8 hours in 2000. Any underlined values are in excess of the state or federal CO standards. The one-hour state standard is 20 ppm, the one-hour federal standard is 35 ppm, and the eight-hour state and federal standards are 9 ppm. Emission rates were derived from the California Air Resources Board's EMFAC 6D computer model, as published in the BAAQMD's Guidelines, November 1985. These emissions take into account the reductions in CO as a result of the ongoing statewide Inspection and Maintenance program.

[2] Based on projections of cumulative development in the Northern Waterfront contained in The Northern Waterfront Traffic and Transportation Study, Final Consultants Report, March 1987. The projects would be contained within this forecast.

Source: EIP Associates.

Emissions of total suspended particulates (TSP) resulting from construction and from vehicle trips generated by the projects and cumulative development would increase TSP concentrations, which could increase the frequency of TSP standard violations in San Francisco, with concomitant health effects and reduced visibility.[2]

Emissions of sulfur oxides (SOx) generated by the projects and by cumulative development would not bring San Francisco's sulfur dioxide (SO_2) concentrations measurably closer to violating the standard.

The 1982 Bay Area Air Quality Plan contains strategies which consist primarily of HC and CO emission controls on stationary sources and motor vehicles, and transportation improvements, and are aimed at attaining the federal ozone and CO standards. As discussed above, emissions associated with the projects and with cumulative Northern Waterfront area development are not projected by this EIR to increase ozone concentrations, and thus would not conflict with the objectives of the 1982 Bay Area Air Quality Plan regarding ozone. By using the revised emission factors which account for the I/M program in the revised MLR contained in the Downtown Plan EIR, the City does not predict violations of CO standards at any of the intersections which have been modeled in the Northern Waterfront area. Based on the above, cumulative Northern Waterfront area development would not conflict with objectives of the 1982 Bay Area Air Quality Plan regarding CO.

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[1] Future traffic from cumulative Northern Waterfront area development was modeled in the Northern Waterfront Traffic and Transportation Study, Final Consultants Report, March 1987.

[2] State particulate standards were changed in 1983 to concentrate on fine particulate matter which has been demonstrated to have health implications when inhaled. Until the State adopts a method for monitoring fine particulate matter, it is not possible to determine what proportion of TSP in San Francisco would be subject to review against the new standards, whether new standards would be violated, or what the health implications would be.

F. CONSTRUCTION NOISE

Ambient noise in the project vicinity is typical of noise levels in commercial areas of San Francisco, which are dominated by vehicular traffic, including trucks, cars, Muni buses and emergency vehicles. Sidewalk noise measurements taken in June of 1986 during the weekday p.m. peak commute time show average noise levels of about 67 dBA along the Mason Street frontage of the Super 8 Hotel site. The Ldn for this location was calculated to be 70 dBA.[1,2]

Measurements taken at the same time along the Bay Street frontage of the Clarion Hotel site showed an average noise level during the weekday p.m. peak commute time of 77 dBA. The Ldn along Bay Street was calculated to be 75 dBA. (Measurements were not taken along the Taylor Street frontage of the Clarion Hotel site because there was sidewalk construction taking place at that location, but observation indicated that Taylor Street is not a significant noise generator.)

A spot measurement taken along North Point Street between the two project sites indicated an Leq of 61 dBA between 3:00 p.m. and 3:15 p.m. The Ldn along North Point Street was calculated to be about 65 dBA. These noise measurements are generally consistent with the thoroughfare noise levels described in the Transportation Noise plan, a section of the Environmental Protection Element of the City's Master Plan.

The closest land uses to the Super 8 Hotel site are the Cost Plus retail outlet along the site's western frontage, and the Ginsberg Pub and a fish processing establishment along the southern frontage. The North Point Shopping Center parking garage is directly across Mason Street from the site; the Longshoreman's Union Hall is across North Point Street from the site; and the Sheraton Hotel is across the Mason/North Point intersection. The closest residential use is the North Beach Place Housing Project, about 150 feet south of the site across Bay Street at Mason Streets.

The closest land use to the Clarion Hotel site is the Ramada Inn which shares a common property line with the Clarion. There are no windows in the Ramada Inn on the facade facing the common property line. The next nearest land use is the North Beach Place

housing project, located across Bay Street, about 65 feet from the proposed Clarion Hotel. The 3-story housing project is constructed of a concrete wall with doors and operable windows facing Bay Street in each unit. On Bay Street in front of the housing units the Ldn was calculated to be 75 dBA. Inside the housing units the existing noise levels are estimated to be about 60 dBA with the windows open and 50 dBA with the windows closed.

Construction of the proposed projects would take place over about 12 to 18 months, and would increase noise levels in surrounding areas. Construction noise levels would fluctuate depending on construction phase, equipment type and duration of use, distance between noise source and listener, and presence or absence of barriers between noise source and listener. To estimate probable noise impacts, this analysis assumes typical equipment and construction techniques. Table 24, page 138 shows typical exterior noise levels associated with the different phases of construction (see Appendix D for a table of typical noise levels found in the everday environment). With windows open interior noise levels at 50 ft. from the noise source would be about 10 to 15 dBA less than those shown in Table 23. Closed windows would reduce noise levels by about 20 to 25 dBA below those shown in the table.

Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the City Police Code). The ordinance requires that sound levels of construction equipment other than impact tools not exceed 80 dBA at a distance of 100 ft. from the source. Impact tools (jack hammers, pile drivers, impact wrenches) must have both intake and exhaust muffled to the satisfaction of the Director of Public Works. Section 2908 of the Ordinance prohibits construction work at night, from 8:00 p.m. to 7:00 a.m., if noise would exceed the ambient noise level by five dBA at the project property line, unless a special permit is authorized by the Director of Public Works.

Construction of both projects would occur in several stages: demolition and clearance, excavation, foundation preparation, frame erection, and exterior and interior finishing.

TABLE 24

TYPICAL COMMERCIAL/INDUSTRIAL CONSTRUCTION NOISE LEVELS AT 50 FEET FROM THE SOURCE

Construction Phase	Duration of Phase (Weeks)[1] Super 8 Hotel	Clarion Hotel	Average Noise Level (dBA)
Ground Clearing	2	4	84
Excavation	6	4	89
Foundations[2]	12	12	78
Erection	20	28	85
Exterior Finishing	16	24	89

[1]Phases of construction would overlap.

[2]Time includes two to three weeks of pile driving for the Super 8 Hotel and six to eight weeks of pile driving for the Clarion Hotel. Noise level is for construction activities other than pile driving (noise levels during pile driving could reach 105 dBA at 50 feet).

Source: Bolt, Beranek and Newman, December 13, 1971, Noise from Construction Equipment and Home Appliances, vs. Environmental Protection Agency.

Throughout the construction period there would be truck traffic to and from the site, initially hauling away debris and dirt and then delivering building materials.

Both projects would require pile driving.[3] Noise levels, when the pile is struck, could reach 105 dBA at 50 feet. The Department of Public Works allows pile driving operations under certain conditions, which may include specifying relatively quiet equipment, predrilling pile holes, and/or specifying hours of operation to reduce the number of people exposed to noise effects. Pile driving would occur intermittently over about two to three weeks at the Super 8 Hotel site and over about six to eight weeks at the Clarion Hotel site;[3] hammering would occur during a five- to eight-minute period per pile. In the event that the project's pile driving operations occurred in sequence, pile driving could occur over a period of 8 to 11 weeks.

Other major noise sources during construction would include concrete pumpers, air compressors, generators, haul trucks, power saws, and impact torque wrenches. These pieces of equipment emit from 70 to 95 dBA at 50 feet. Should one project be completed and a second begin soon after, noise impacts would be prolonged.

During pile driving at the Super 8 Hotel site, noise levels outside of the adjacent Cost Plus building would reach a maximum of 103 dBA. Noise levels inside the building would reach 63 to 68 dBA. Similar noise levels would be generated outside and inside of the adjacent Ginsberg Pub and at the Sheraton Hotel on the northeast corner of Mason and North Point Streets.[5]

Maximum noise levels outside the North Beach Place housing project from the proposed Super 8 Hotel pile driving operations would reach 97 dBA with maximum inside noise levels of 73 dBA. These impacts would be experienced at the closest point to the site (the intersection of Mason and Bay Streets) and would diminish with distance away from the site.

During pile driving at the Clarion Hotel site, noise levels outside the adjacent Ramada Inn could reach as high at 112 dBA at the facade facing the project site. Maximum noise levels outside the Ramada Inn facade facing Bay Street could be as high as 97 dBA. Maximum noise levels outside of other closest land uses would include 103 dBA outside of the North Beach Place Housing Project across Bay Street from the site and 103 dBA outside of the Liquor Barn store across North Point from the site. Noise levels inside North Beach Place housing units facing Bay street would reach 79 dBA. Inside the Ramada Inn, noise levels would reach about 75 dBA in the rooms facing Bay Street and in rooms adjacent to the Clarion Hotel site. Noise levels inside the Liquor Barn would reach 63 to 68 dBA. These figures assume windows would be closed during pile driving.[4]

Noise levels inside the Ramada Inn and the North Beach Place housing project would be high enough to awaken sleepers. During the hours when people would be awake and at home, the noise levels would be high enough to be annoying and could interfere with watching television, talking on the phone, etc. Some complaints from people working in or patronizing nearby commercial facilities might also be expected.

Vibrations from the impact during pile driving would be felt in adjacent and nearby buildings. These vibrations have been found to be more disturbing to some people than the high noise levels. General stress reaction has been observed in humans exposed to brief sounds of 76 dBA.[6] Noise at levels greater than 70 dBA would require people to close the windows or shout to communicate. Intermittent noises, such as pile driving noise, reduce the perception of control over the environment. This loss of control frequently results in a depressed mood and depressed motivation.[7] Repeated impulse and intermittent sounds of high level appear more likely to disrupt performance, than continuous or steady sounds of comparable level.[8]

One additional project, Pier 45, is planned in the project area. Should this project's construction schedule coincide with that of the proposed projects, noise levels around the project sites would be affected only by increased construction traffic noise and would not be expected to increase measurably. Should the Pier 45 project be completed in sequence with the proposed projects, noise impacts from construction traffic would be prolonged.

In summary, during the majority of construction activities, noise levels would be expected to be at or above existing levels in the area. There would be times, particularly during the operation of pile drivers or impact wrenches, when noise would interfere with indoor activities in nearby residences, hotels and retail businesses.

Both the Super 8 Hotel and Clarion Hotel projects would include several mitigation measures which would contribute to a lessening of potential construction noise impacts from the projects, including requirements that impact tools and equipment used at the project sites have intake and exhaust mufflers, and that contractors use electric rather than diesel equipment, construct a noise barrier around both sites and predrill holes for piles to minimize the number of blows per pile. The project sponsors have also agreed to limit the hours of pile driving operation to between 8:00 a.m. and 6:00 p.m. to minimize interference with people sleeping in hotels and residences.

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[1]Two 24-hour noise measurements were taken between Wednesday, June 11, 1986 and Friday, June 13, 1986 by Charles M. Salter, Associates, Inc.

[2]A decibel (db) is a logarithmic unit of sound energy intensity. Sound waves, traveling outward from a source, exert a force known as sound pressure level (commonly called "sound level"), measured in decibels. A dBA is a decibel corrected for the variation in frequency response of the typical human ear at commonly encountered noise levels. Leq is the equivalent steady-state sound level which in a stated period of time would contain the same acoustic energy as the time-varying sound level during the same time period. Lmax is the maximum noise intensity reached during the period of time of the measurement.

Ldn, the day-night average noise level, is a noise measurement based on human reaction to cumulative noise exposure over a 24-hour period, taking into account the greater annoyance of nighttime noises; noise between 10 p.m. and 7 a.m. is weighted 10 dBA higher than daytime noise.

[3]Robert Rossi, Director of Development, Super 8 V. Lodges, Limited, letter to Brian Boxer, June 12, 1986; Les Davis, Putterman/Davis, Consulting Structural Engineers, letter to Mr. Robert Rossi, June 10, 1986, and Mark Freitas and Carol Ries, Project Engineers, Woodward-Clyde Consultants, Consulting Engineers, Geologists and Environmental Scientists, letter to Associated Inn and Restaurants Company of America, March 10, 1986.

[4]Richard R. Illingworth, PE, Charles M. Salter Associates, Inc. "Environmental Noise Assessment: Clarion Hotel/Super 8 Hotel, San Francisco, California," June 25, 1986, pp. 6-7.

[5]Ibid, p. 8.

[6]The Central Institute for the Deaf, Effects of Noise on People, U.S. EPA, 1971.

[7]Sheldon Cohen, et al., "Cardiovascular and Behavioral Effects of Community Noise," American Scientist, Volume 69, October 1981.

[8]National Institute for Occupational Safety and Health, Occupational Exposure to Noise, U.S. Department of Health, Education and Welfare, 1972.

G. GROWTH INDUCEMENT

There are no projects currently approved or under construction in the Fisherman's Wharf area. The proposed projects, in conjunction with the proposed hotel development on Pier 45, would add about 1,068 rooms, an increase of about 4.5% to the City total and 52.2% to the total in Fisherman's Wharf. The proposed projects, in conjunction with the Pier 45 hotel, would satisfy estimated demand for hotel rooms in the Fisherman's Wharf to 1995 and is not expected to contribute to an oversupply of hotel rooms in Fisherman's Wharf or throughout San Francisco.[1]

The proposed projects would require no new construction or extension of public services or utility systems and would occur in an already developed urban setting. Most hotel employees would not be new to the region, and thus would not increase demand on commercial, social, medical, and municipal services.

The proposed hotels, which are in the Fisherman's Wharf area, could contribute to cumulative hotel developments' growth-inducing effects on retail uses in Fisherman's Wharf; the proposed hotels could also contribute to an increase in land values on nearby developable parcels, lessening the potential for future construction of lower-intensity uses such as housing. The proposed hotels would not displace any low-income residents from the project area. Increased property values due to cumulative hotel development could, however, result in increased rent levels in existing housing units.

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[1] Laventhol and Horwath, Market Analysis for the City of San Francisco Lodging Market, March, 1986.

V. MITIGATION MEASURES WHICH WOULD MINIMIZE THE POTENTIAL IMPACTS OF THE PROJECT

In the course of project planning and design, measures have been identified that would reduce or eliminate potential environmental impacts of the proposed projects. Some of these measures have been or would be adopted and implemented by the project sponsors, project architects or contractors and are proposed as part of the project. Some measures are under consideration and others have been rejected. Implementation of some measures may be the responsibility of public agencies.

Each mitigation measure and its status are discussed below. Where a measure has not been included in the projects, the reasons for this are discussed. Any or all of the measures not included in the projects could be required by the City Planning Commission to be included as part of the project as conditions of approval if the project is approved. Measures indicated with an asterisk (*) were adopted as part of the project in the Final Initial Study (see Appendix A, pages A-1 to A-49).

TRANSPORTATION

MEASURES PROPOSED TO BE INCLUDED IN THE PROJECT

Super 8 Hotel

- The project would include an on-site drop-off area that would provide space for off-street passenger loading from private autos, taxis and vans. The drop-off would be located on North Point Street and would be directly connected to the basement level parking garage.

- The project sponsor would limit the hours of delivery on weekdays to before 4:00 p.m. to minimize potential conflict with eastbound commute traffic on North Point, and to

before 10:00 a.m. on weekends to minimize potential conflicts with mid-day pedestrian and auto traffic on Mason and North Point.

- The project sponsor would discuss with tour bus operators if the Super 8 Hotel patrons may board tour buses at other hotels nearby and would coordinate such efforts.

- The project sponsor would require that informational pamphlets be distributed to patrons and employees advising them of the peak hour for traffic.

- The project sponsor would monitor the effectiveness of right-turn exit only sign from the project site for six months after full occupancy. Should the sign prove ineffective to control left-hand turns the project sponsor agrees to pay for construction of a median on North Point Street across from the project site with the precise location to be determined in consultation with the Department of Public Works.

Clarion Hotel

- The project would include access to and from off-street parking and off-street freight loading areas on North Point Street in order to avoid conflicts with pedestrian traffic on Taylor Street.

Both Hotel Projects

- The project sponsors would, in consultation with the Municipal Railway, install eyebolts for Muni trolley wires on the proposed building wherever necessary or agree to waive the right to refuse the attachment of eyebolts to the proposed buildings if such attachment is done at City expense.

- The projects would include in the parking structure warning devices (lighted signs and noise emitting devices) to alert pedestrians to vehicles exiting the structures onto North Point Street.

- During the construction periods, construction truck movement would be permitted only between 9:00 a.m. and 3:30 p.m. on North Point and Bay Streets to minimize

peak-hour traffic conflicts and to accommodate queuing of Muni buses prior to peak hour. The project sponsors and construction contractors would meet with the Traffic Engineering Division of the Bureau of Engineering of the Department of Public Works, the Fire Department, Muni and the Department of City Planning to determine feasible traffic mitigation measures to reduce traffic congestion during construction of this project and other nearby projects. To minimize cumulative traffic impacts due to lane closures during construction, the project sponsors would coordinate with construction contractors for any concurrent nearby projects that are planned for construction or later become known.

- The project sponsors have agreed to participate in a Northern Waterfront area-wide transportation management system that may be developed in the future by the Department of City Planning.

MITIGATION MEASURES UNDER CONSIDERATION

- The Clarion Hotel sponsor is considering inclusion of an on-site porte cochere which would be incorporated into the proposed Clarion Hotel that would provide space for off-street passenger loading from private autos, taxis and vans. The drop-off would be located on North Point Street. Access to the Clarion Hotel parking garage would be connected with the drop-off area, eliminating the need for cars to re-enter the street network in order to park after dropping off passengers at the hotel.

MITIGATION MEASURES NOT INCLUDED IN THE PROJECTS

Both Hotel Projects

The sponsors of each hotel could require that on-site, off-street tour bus loading be included in each hotel. This would minimize potential conflicts with vehicular traffic on North Point Street.

MEASURES THAT COULD BE IMPLEMENTED BY PUBLIC AGENCIES FOR BOTH PROJECTS

- The Department of City Planning and the Department of Public Works could propose implementation of a one-way couplet system using Bay and North Point Streets to

reduce traffic conflicts and improve traffic flow in the Northern Waterfront area. The measure would require approval by the Board of Supervisors and by the Mayor and further study by DPW and DCP. Cumulative transportation impacts within the Northern Waterfront area of San Francisco would be reduced by this transportation system improvement.

This circulation mitigation measure was analyzed in the Northern Waterfront Traffic and Transportation Study. It could improve access to the Wharf and minimize conflicts between turning and through traffic streams because traffic turning off Bay or North Point into the study area would not face opposing traffic. The Bay/North Point one-way couplet would have three lanes on North Point for westbound travel between The Embarcadero and Van Ness Avenue and four lanes on Bay Street for eastbound travel between Van Ness Avenue and The Embarcadero.

The Traffic Study analyzed the effectiveness of the Bay/North Point one-way couplet in improving peak-period traffic operation. Table 25 summarizes the effectiveness of the one-way couplet at mitigating potential future impacts. No intersections would experience Level of Service "F" conditions during weekday or weekend peak-hours. This could result in improved traffic performance with future development as compared to that which can be provided by the existing circulation system. For weekday PM peak-hour conditions with a Bay/North Point couplet, there were two intersections shown to be operating at LOS "D" and two at LOS "E".

By creating a Bay/North Point one-way couplet, the level of service provided at the intersection of Columbus/Bay and Embarcadero/Bay with future development would improve from LOS "F" (under the existing street system) to LOS "C". The total number of intersections operating at degraded levels of service would decrease from six with existing circulation (including two "Fs") to four with the one-way couplet (no "Fs"). Traffic conditions in the future with the Bay/North Point couplet would be similar to or better than existing traffic conditions on Bay Street. However, while traffic would operate better on Bay Street, North Point Street would carry much more traffic.

TABLE 25

IMPACTS OF MITIGATION ON LOCAL INTERSECTIONS

Intersection	Weekday - Future W/Existing Street Circulation System		Weekday - Future W/Bay/North Point One-Way Couplet		Weekend - Future W/Existing Street Circulation System		Weekend - Future W/Bay/North Point One-Way Couplet	
Columbus/ Bay	1.02	F	0.71	C	1.04	F	0.49	A
Embarcadero/ North Point	0.68	B	0.86	D	0.78	C	0.88	D
Franklin/ Bay	0.93	E	0.93	E	NA		NA	
Van Ness/Bay	0.77	C	0.69	B	1.01	F	0.93	E
Embarcadero/ Bay	1.03	F	0.73	C	0.80	D	0.61	B

Creation of a Bay/North Point one-way couplet would also be expected to improve weekend PM peak-hour traffic operations at key intersections, particularly along Bay Street. There would be two intersections operating at LOS D, two at LOS E and none at F.

Evaluation of the future development scenarios with existing circulation and the Bay/North Point couplet, showed that the Bay/North Point couplet would provide better traffic operating conditions during weekday and weekend peak hours. Traffic conditions for this mitigation measure would be better than existing performance at some intersections along Bay Street, while heavier traffic would be carried by North Point Street. This was the only circulation concept analyzed by the Traffic Study which would have no Level of Service "F" conditions with future development.

o Those patrons not accommodated by cable cars would be potential riders of alternative historic street car services including the proposed Muni E or F Lines. Alternative transit service such as the street car lines could reduce the need for auto access to the Northern Waterfront and could promote the use of remote parking sites.

The F-Line is a proposed streetcar transit line which would connect the Northern Waterfront with the Market Street corridor via The Embarcadero. The E-Line would connect to the South of Market area. Ridership estimates project that the E-Line could attract 10,000 daily patrons and about 900 riders north of Market Street in the peak hour. This would help relieve the demand for cable car trips while improving transit accessibility to the Northern Waterfront.

AIR QUALITY

* The project sponsors would require the general contractors to sprinkle demolition sites with water continually during demolition activity; sprinkle unpaved construction areas with water at least twice per day to reduce dust generation by about 50%; cover stockpiles of soil, sand, and other such material; cover trucks hauling debris, soil, sand, or other such material; and sweep streets surrounding demolition and construction sites at least once per day to reduce total suspended particulate (TSP) emissions. The project sponsors would require the general contractors to maintain

and operate construction equipment so as to minimize exhaust emissions of TSP and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs (to reduce emissions) for equipment that would be in frequent use for much of the construction periods.

CONSTRUCTION NOISE

MEASURES PROPOSED TO BE INCLUDED IN THE PROJECTS

- The construction contracts would require that the project contractors muffle and shield intakes and exhaust, shroud or shield impact tools, and use electric-powered rather than diesel-powered construction equipment, as feasible, so that noise would not exceed limits in the City's Noise Ordinance (Article 29, San Francisco Police Code, 1972).

- The general contractors would construct barriers around the sites, and around stationary equipment such as compressors, which would reduce construction noise by as much as five dBA. The general contractors would locate stationary equipment in pit areas or excavated areas as these areas would serve as noise barriers.

- The project sponsors would require that the construction contractors predrill holes for piles, in order to minimize noise and vibration from pile driving.

- The project sponsors would require the construction contractors to do preconstruction surveys to determine the condition of the walls inside adjacent structures. This would allow the identification of new cracks in the walls caused by pile driving at the construction sites. It may also be necessary to drive a test pile adjacent to these buildings to determine whether poured-in-place piles may be necessary very close to adjacent buildings.

- The project sponsors would require that the construction contractors limit pile driving activity to the hours between 8:00 a.m. and 6:00 p.m. This would require work permits from the Director of Public Works pursuant to the San Francisco Noise Ordinance Section 2907(c).

HAZARDS

MEASURES PROPOSED TO BE INCLUDED IN THE PROJECTS

* Evacuation and emergency response plans would be developed by the project sponsors or building management staffs, in consultation with the Mayor's Office of Emergency Services, to ensure coordination between the City's emergency planning activities and the projects' plans, and to provide for building occupants in the event of an emergency. The projects' plans would be reviewed by the Office of Emergency Services and implemented by building management insofar as feasible before issuance of final building permits by the Department of Public Works.

CULTURAL RESOURCES

MEASURES PROPOSED TO BE INCLUDED IN THE PROJECTS

o Each sponsor would retain the services of an archaeologist. The Environmental Review Officer (ERO) in consultation with the President of the Landmarks Preservation Advisory Board (LPAB) and the archaeologists would instruct all excavation and foundation crews on the project sites of the potential for discovery of cultural and historic artifacts, and the procedures to be followed if such artifacts are uncovered.

Given the strong possibility of encountering the remains of cultural or historic artifacts within the project sites, prior to the commencement of foundation excavations, the project sponsors would undertake a program of archaeological testing. This would consist of observation and monitoring by qualified historical archaeologists of site clearance of at least any materials below existing grade level, and either the placement of a series of mechanical exploratory borings or other similar on-site testing methods within each site.

The archaeologist would supervise the testing at the site to determine the probability of finding cultural and historical remains. At the completion of the archaeological testing program, the archaeologist would submit a written report to the ERO, with a copy to the project sponsor, which describes the findings, assesses their significance and proposes appropriate recommendations for any additional procedures necessary

for the mitigation of adverse impacts to cultural resources determined to be significant.

An historical archaeologist would be present during site excavation for each project and would record observations in a permanent log. The ERO would also require cooperation of the project sponsors in assisting such further investigations on the sites as may be appropriate prior to or during the projects' excavation, even if this results in a delay in excavation activities.

In addition, at each site, a program of on-site construction monitoring by a qualified historical archaeologist, designed to allow for the recovery of a representative sample of the cultural materials existing on the site, would be implemented by the project sponsors. This monitoring and recovery program would result in a written report to be submitted to the ERO, with a copy to each of the project sponsors.

Should cultural or historic artifacts be found following commencement of excavation activities, the archaeologist(s) would assess the significance of the find, and immediately report to the ERO and the President of the LPAB. Upon receiving the advice of the consultants and the LPAB, the ERO would recommend specific mitigation measures, if necessary. Excavation or construction activities following the preconstruction archaeological testing program(s) which might damage the discovered cultural resources would be suspended for a maximum of four weeks (cumulatively, for each project, for all instances that, following the commencement of excavation, the ERO has required a delay in excavation or construction activities) to permit inspection, recommendation and retrieval, if appropriate.

Following site clearance, an appropriate security program would be implemented at each site to prevent looting. Any discovered cultural artifacts assessed as significant by the archaeologist(s) upon concurrence by the ERO and the President of the LPAB would be placed in a repository designated for such materials. Copies of the reports prepared according to these mitigation measures would be sent to the California Archaeological Site Survey Office at Sonoma State University.

GEOLOGY/TOPOGRAPHY

MEASURES PROPOSED TO BE INCLUDED IN THE PROJECTS

* Detailed foundation and structural design studies would be conducted for the buildings by California-licensed structural engineers and geotechnical consultants. The project sponsors would follow the recommendations of these studies during the final design and construction of the projects.

* If dewatering were necessary, any groundwater pumped from the sites would be retained in a holding tank to allow suspended particles to settle, if this is found necessary by the Industrial Waste Division of the Department of Public Works, to reduce the amount of sediment entering the storm drain/sewer lines.

* Should dewatering be necessary, the final soils report for each project would address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the soils reports would contain determinations as to whether or not a lateral and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended for one or both of the projects, the Department of Public Works would require that a Special Inspector (as defined in Article 3 of the Building Code) be retained by the appropriate project sponsor(s) to perform this monitoring. Groundwater observation wells would be installed to monitor the level of the water table and other instruments would be used to monitor potential settlement and subsidence. If, in the judgement of the Special Inspector, unacceptable subsidence were to occur during construction, groundwater recharge would be used to halt this settlement. Costs for the survey and any necessary repairs to service under the street would be borne by the appropriate project sponsor(s).

o During excavation, shoring and bracing would be used to reduce soil movements beneath nearby structures and adjacent streets. The excavations would be kept dry by sump pumping rather than through the use of dewatering wells. This would prevent consolidation of soils supporting adjacent streets and nearby structures and would avoid exposing any nearby wooden foundations to dry rot.

VI. SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED IF THE PROPOSED PROJECTS ARE IMPLEMENTED

This chapter identifies impacts that could not be eliminated or reduced to an insignificant level by mitigation measures included as part of the proposed projects, or other mitigation measures that could be implemented, as described in Chapter V, Mitigation Measures, pages 143 to 152.

The following unavoidable significant environmental impacts resulting from the proposed projects have been identified. The final determination of significant impacts will be made by the City Planning Commission as part of their certification action. Chapter VI will be revised, if necessary, to reflect the City Planning Commission's findings, before printing of the Final Environmental Impact Report.

Super 8 Hotel

No project-specific significant impacts have been identified. Mitigation measures included as part of the project are described in Chapter V, Mitigation Measures.

The project, in conjunction with other reasonably foreseeable development in the Northern Waterfront area, would have a significant effect on the environment in that it would result in the degradation of some intersections to unacceptable Levels of Service (LOS) during the weekday p.m. peak hour (4:30-5:30) and during the weekend peak hour (3:00-4:00).

During the weekday p.m. peak hour the intersection of Columbus/Bay would go from LOS "E" to LOS "F". The intersections of Franklin/Bay and Embarcadero/Bay would go from LOS "D" to LOS "E". During the weekend p.m. peak hour the intersection of Beach/Hyde would go from LOS "D" to LOS "E". The intersections of Van Ness/Bay and Columbus/Bay would go from LOS "E" to LOS "F".

Clarion Hotel

No project-specific significant impacts have been identified. Mitigation measures included as part of the project are described in Chapter V, Mitigation Measures.

The project, in conjunction with other reasonably foreseeable development in the Northern Waterfront area would have a significant effect on the environment in that it would result in the degradation of some intersections to unacceptable Levels of Service (LOS) during the weekday p.m. peak hour (4:30-5:30) and during the weekend peak hour (3:00-4:00).

During the weekday p.m. peak hour the intersection of Columbus/Bay would go from LOS "E" to LOS "F". The intersections of Franklin/Bay and Embarcadero/Bay would go from LOS "D" to LOS "E". During the weekend p.m. peak hour the intersection of Beach/Hyde would go from LOS "D" to LOS "E". The intersections of Van Ness/Bay and Columbus/Bay would go from LOS "E" to LOS "F".

Both Projects

Mitigation measures, which are currently being studied by public agencies, could reduce these significant transportation effects. They are described in Chapter V: Mitigation Measures. They could not be implemented by the project sponsors.

VII. ALTERNATIVES

This chapter consists of possible alternatives to the proposed projects. For each alternative, the environmental impacts of the alternative as well as the environmental impacts of the proposed projects to be avoided are identified. Finally, the project sponsors' reasons for not selecting the identified alternative is provided. Despite the project sponsors' reasons for rejecting an alternative project, the City Planning Commission could approve an alternative project if it determines that the alternative is a more appropriate use of the sites.

The following alternatives are considered: A. No Projects Alternative; B. Only One Project Alternatives; C. Reduced Parking Alternatives; D. Different Use Alternatives; E. Facade Retention Alternative, F. Historic Preservation Alternative. The five variants under Alternative D. are based on land use alternatives developed for the DCP study of the Northern Waterfront. The characteristics of each alternative are summarized in Table 26, page 156.

A. ALTERNATIVE ONE: NO PROJECT ALTERNATIVE

DESCRIPTION

This alternative would involve no change to the project sites as they now exist. The vacant warehouse on the Super 8 Hotel site and the service station, parking lot, and vacant retail facilities on the Clarion Hotel site would remain as they are indefinitely. No demolition would occur and the service station, parking lot and retail store on the Clarion Hotel site would remain in use. It is likely that the portion of the Musto Building and its annex which is currently vacant would be reoccupied by a retail use and that the parking lot would revert to exclusive use by patrons of the on-site retail uses.

TABLE 26

ALTERNATIVE COMPARISON TABLE

	Proposed Projects	Alternative One: No-Project	Alternative Two: Only One Project		Alternative Three: Code Required Parking	Alternative Four: Different Uses					Alternative Five: Historic Preservation	
			Only Super 8	Only Clarion		Variant 1	Variant 2	Variant 3	Variant 4	Variant 5	Variant 1	Variant 2
Super 8 Hotel Site												
Hotel Rooms	194 78,877	0	194 78,877	0	194 78,877	0	0	194 78,877	0	0	194 78,877	194 78,877
Office (GSF)	0	0	0	0	0	38,672	0	0	38,672	0	0	0
Retail/Restaurant (GSF)	2,025	0	2,025	0	2,025	14,850	8,850	2,025	14,850	8,850	2,025	2,025
Housing Units (GSF)	0	0	0	0	0	0	64 58,000	0	0	64 58,000	0	0
Parking Spaces[1]	40/68	0	40/68	0	12	104	81	40/68	104	81	40/68	40/68
Vacant Warehouse	0	51,600	0	51,600	0	0		0	0	0	0	0
FAR	3.02:1	1.74:1	3.02:1	1.74:1	2.75:1	1.80:1	2.25:1	3.02:1	1.80:1	2.25:1	3.02:1	3.02:1
Clarion Hotel Site												
Hotel Rooms (GSF)	374 224,228	0	0	374 224,228	374 224,228	374 224,228	374 224,228	0	0	0	305 187,498	269 162,230
Office (GSF)	0	0	0	0	0	0	0	98,000	98,000	98,000	0	0
Retail/Restaurant (GSF)	13,441	35,343	35,343	13,441	13,441	13,441	13,441	31,250	31.250	31,250	11,041	8,050
Housing Units	0	0	0	0	0	0	0	0	0	0	0	0
Parking Spaces[1]	119/132	75	75	119/132	116/116	119/132	119/132	282	282	282	85	75
Meeting Space	7,312	0	0	7,312	7,312	7,312	7,312	0	0	0	7,313	4,000
FAR	3.40:1	0.49:1	0.49:1	3.40:1	3.36:1	3.40:1	3.40:1	1.77:1	1.77:1	1.77:1	2.83:1	3.21:1

[1] Numbers indicated are self-park spaces, unless otherwise indicated as self-park spaces/attendant spaces.

IMPACTS

If the Alternative One were implemented, none of the impacts associated with the proposed projects would occur. There would be no impacts on land use, urban design, or cultural resources. The existing transportation, air quality, and parking occupancy conditions would remain as they are. This alternative would not contribute to cumulative transportation impacts or to increased concentration of hotel uses in the area. The existing limited use of the project sites, compared to the allowable development potential under the City Planning Code, would continue to offer an incentive for redevelopment of the project sites.

The No Project alternative would have impacts on seismic safety that would not exist with the proposed projects. The Musto Building, on the Clarion Hotel site, was built in 1907 and due to construction techniques used at that time, is supported by materials highly susceptible to liquefaction. The No Project alternative would thus continue to expose people to increased dangers in the event of a major earthquake that would not be present with the proposed projects.

REASONS FOR REJECTION

Super 8 Hotel

The project sponsor has rejected this alternative because the warehouse is and has been vacant. Thus, this alternative would continue to leave the warehouse vacant and unused and would not meet the project sponsor's objectives.

Clarion Hotel

The project sponsor has rejected this alternative because it would preserve a seismically unsafe building and because it meets none of the sponsor's objectives outlined in Chapter II, page 22.

B. ALTERNATIVE TWO: ONLY ONE PROJECT

1. ONLY THE SUPER 8 HOTEL PROJECT

DESCRIPTION

Under this alternative, only the proposed Super 8 Hotel would be built, as proposed, with the Clarion Hotel project site remaining in its existing condition. As proposed, the Super 8 Hotel would contain 108,823 gross square feet in hotel uses, including 194 rooms, a 96-seat restaurant, and 40 below-grade self-park parking spaces or 68 attendant parking spaces. The service station, parking lot and retail buildings on the Clarion hotel site would remain in their existing condition indefinitely. The vacant portions of the Musto Building and annex would be reoccupied and the parking lot would revert to exclusive use by on-site retail patrons.

IMPACTS

Impacts of this alternative would be identical to those described for the Super 8 Hotel throughout Section IV, Environmental Impacts. The impacts described for the Clarion Hotel and a portion of those for the combination of the Super 8 and Clarion Hotels would not occur.

Impacts on land use, urban design, views, cultural resources, transportation, and air quality and impacts of construction noise would all be reduced in this alternative. Hotel uses in the Fisherman's Wharf area would increase by 194 rooms, (a 9.5% increase) and 108,823 gross square feet, rather than increasing by 568 rooms, (a 27.7% increase), and 393,582 gross square feet as would be the case if both hotels were built. The urban design impacts of the Super 8 Hotel alone would be minimal because the proposed project is only slightly larger than the existing building on the site. The existing parking lot and low-scale structures on the Clarion Hotel site would not be replaced by a larger building, and therefore the open appearance of the site and of Taylor Street would not change. Views of Coit Tower and of the downtown skyline from the Clarion Hotel site and from sidewalks north of the site would not be blocked. Impacts on historical resources would be eliminated since the Musto Building would not be demolished. Impacts on cultural resources would be less under this alternative because only the Super 8 Hotel project site would be excavated, while any cultural deposits on the Clarion site would remain

undisturbed. Impacts on transportation would be the same as those reported for the Super 8 Hotel only condition in Tables 11, 12, 13 and 14 and described on pp. 94-98. This alternative would contribute to cumulative transportation and air quality impacts, but to a lesser degree than with both proposed projects.

Construction noise impacts would be reduced by the elimination of the Clarion Hotel project. In particular, construction noise impacts on residential uses, such as the portion of the North Beach Place housing project directly across Bay Street from the Clarion site, would be less since the Super 8 Hotel is further away from those uses. It is estimated that the maximum noise levels, outside the North Beach Place housing project across from the Clarion site, due to the Super 8 Hotel pile driving operations would reach 73 dBA outside, 63 dBA inside with windows open and 53 dBA with windows closed. These noise levels would be indistinguishable from existing levels. Growth-inducing impacts would be decreased due to a smaller amount of overall development in the project vicinity.

This alternative, which would leave the Musto Building in its existing condition, would have impacts on seismic safety which would not be present with the proposed project. Since the walls and foundation of the Musto Building are not considered to be stable in the event of a major earthquake, existing businesses, employees and patrons would be exposed to seismic dangers.

REASONS FOR REJECTION

Super 8 Hotel

The project sponsor has not rejected this alternative.

Clarion Hotel

The project sponsor has rejected this alternative for the same reasons it rejected Alternative One because it is equivalent to the No-Project Alternative for the Clarion Hotel sponsor.

2. ONLY THE CLARION HOTEL PROJECT

Under this alternative the Clarion Hotel would be built as proposed while the Super 8 Hotel site would remain in its existing condition. As proposed, the Clarion Hotel would contain 284,759 gross square feet in hotel uses, including 374 rooms, restaurant, retail, and meeting space and 132 below-grade parking spaces (119 self-park spaces). The warehouse on the Super 8 Hotel site would remain in its present condition indefinitely.

Impacts of this alternative would be identical to those described for the Clarion Hotel throughout Section IV, Environmental Impacts. The impacts described for the Super 8 Hotel and a portion of those described for the combination of the Super 8 and Clarion Hotels would not occur.

Impacts on land use, urban design, cultural resources, transportation, air quality, and impacts from construction noise would all be reduced in this alternative. Hotel uses in the area would increase by only 374 rooms and 284,759 gross square feet rather than by 568 rooms and 393,582 gross square feet, an 18.3% increase in hotel rooms compared to the 27.7% increase that would occur if both hotels were built. Impacts on urban design and views would be similar to those described for the proposed projects since all impacts from the Clarion Hotel would occur and the Clarion Hotel accounts for most of these impacts. Impacts on historic resources would be unchanged from the proposed projects since the Musto Building would be demolished. Impacts on cultural resources would be reduced because only the Clarion Hotel site would be excavated while any cultural deposits on the Super 8 Hotel site would remain undisturbed.

Impacts on transportation would be the same as those reported for the Clarion Hotel only condition in Tables 11, 12, 13 and 14, and described on pp. 94-98. This alternative would contribute to cumulative transportation and air quality impacts, but to a lesser degree than with both proposed projects. With only one project under construction in the area, impacts of construction noise on residents and businesses in the area would be reduced. However, the primary impacts on residences in the area due to the construction noise impacts from pile driving at the Clarion Hotel site would remain unchanged from those described for the Clarion Hotel. Growth-inducing impacts would be decreased due to a smaller amount of overall development in the project vicinity.

REASONS FOR REJECTION

Super 8 Hotel

The project sponsor has rejected this alternative for the same reasons it rejected Alternative One because it is equivalent to the No-Project Alternative for the Super 8 Hotel sponsor.

Clarion Hotel

The project sponsor has not rejected this alternative.

C. ALTERNATIVE THREE: EACH PROJECT INCLUDING ONLY THE CODE REQUIRED AMOUNT OF OFF-STREET PARKING

DESCRIPTION

In this alternative, each project would be built as proposed, but would include only the required amount of parking as determined by Section 151 of the City Planning Code. For the Super 8 Hotel, this amount would be twelve parking spaces, 56 spaces less than the 68 attendant-style spaces, or 28 spaces less than the 40 self-park spaces in the project. The FAR for this alternative would be 2.75:1, compared to 3.02:1 for the proposed Super 8 Hotel. For the Clarion Hotel site, this amount would be 116 parking spaces, 16 spaces less than the 132 attendant-style spaces proposed (3 spaces less than the 119 potential self-park spaces). The size, shape, and style of the buildings would remain unchanged. The Clarion Hotel would include 16 fewer attendant spaces (with no physical change to the basement) and the Super 8 Hotel would have a smaller basement area with 12 self-park spaces.

IMPACTS

Impacts on land use, urban design, views, historic resources, air quality and growth inducement would be same in this alternative as in the proposed projects. Because a smaller portion of the Super 8 Hotel site would need to be excavated to accommodate the reduced amounts of parking, impacts from construction noise and impacts on cultural resources at that site would be reduced.

The parking demand generated by the proposed Super 8 Hotel would remain at 64 on weekdays and 68 on weekends. This would result in an excess parking demand of 52 weekday spaces and 56 weekend spaces, compared to the excess parking demand of 24 weekday spaces and 28 weekend spaces under the proposed project. The parking demand generated by the proposed Clarion Hotel would remain at 123 on weekdays and 131 on weekends while the total number of spaces supplied in the project would decrease from 132 to 116, 16 less than in the project. This alternative would create a demand for 7 weekday and 15 weekend spaces in excess of the available parking, compared to the excess parking supply of 7 weekdays and supply meeting demand on weekends under the proposed project. Both alternatives together would create a net excess demand of 45 weekday and 56 weekend spaces. With both alternatives, area-wide weekend off-street parking occupancy would increase from 85% to 86%.

REASONS FOR REJECTION

Super 8 Hotel

The project sponsor is considering this alternative. However, the provision of only Planning Code required parking would not accommodate the project-generated demand, resulting in inconvenience to hotel guests.

Clarion Hotel

The project sponsor is willing to accept this alternative. The sponsor has proposed additional off-street parking in order to better serve the needs of hotel patrons and to increase parking availability for other uses in the Fisherman's Wharf area.

D. ALTERNATIVE FOUR: DIFFERENT USE ALTERNATIVES

The Different Use Alternatives discussed below are consistent with alternative future land use scenarios currently under analysis by the Department of City Planning as part of the Northern Waterfront Study and discussed in Section IV.A of this report (see pp. 73-75).

1. VARIANT ONE: SUPER 8 HOTEL SITE BUILT AS RETAIL/OFFICE USES, CLARION HOTEL AS PROPOSED

DESCRIPTION

In this alternative, the Clarion Hotel would be built as proposed while the Super 8 Hotel site would be developed as retail and office uses. The three-story development on the Super 8 Hotel site would be 40 feet tall and would contain a total of 90,234 gross square feet, (18,589 gsf or 17% less than the proposed Super 8 Hotel) including 14,850 gsf of streetfront retail on the ground floor, 38,672 gsf of office space on the second and third floors, and 36,712 gsf of parking on the ground floor and basement level. The parking would consist of 22 spaces on the first floor and 41 spaces on the basement level creating total of 63 spaces, 28 spaces less than the 91 spaces required for this alternative. This alternative would have an FAR of 1.80:1 compared to the 3.02:1 FAR of the proposed Super 8 Hotel. The size, shape, and style of the building would be essentially the same as the proposed Super 8 Hotel.

Since the Super 8 Hotel site under this variant would have in excess of 25,000 gsf of office space, it would require approval by the CPC under Section 321 of the City Planning Code, the Office Limitation Program.

IMPACTS

Impacts on urban design, views, historic and cultural resources, growth inducement, and impacts of construction noise would all be the same as in the proposed projects. Impacts associated with the increased concentration of hotels in the area would be lessened in this alternative by the elimination of the Super 8 Hotel project. However, office uses are typically considered more intensive uses than hotels, thus, the decrease in overall gross square footage would be offset by the more intensive uses. Under this alternative, the number of hotel rooms in the Fisherman's Wharf area would increase by 374 (18.3%) rather than by 568 (27.7%) with the proposed projects.

There would be 923 total weekday daily person trip-ends (187 transit) and 413 total weekend daily person trip-ends (78 transit) generated by the retail/office development, 1,118 weekday trip-ends, or 55%, and 2,225 weekend trip-ends, or 84%, less than would be

generated by the Super 8 Hotel. Of the total weekday daily trips, 78 would be during the peak hour and of the total weekend daily trips 29 would be in the peak hour. Together, the retail/office building and the Clarion Hotel would generate 4,846 total weekday daily person trips, 1,118, or 18.7% less than would be generated if both of the projects were built as proposed. This decrease would result in the same level of service at intersections in the area as described for the proposed projects.

The estimated maximum parking demand of this alternative would be 74 spaces, 6 spaces more than the demand generated by the proposed Super 8 Hotel. This increase in parking demand would be exacerbated by the fact that the demand from a retail/office alternative would be highest during weekday mornings and afternoons, a time when areawide parking demand is highest, compared to hotel parking demand which peaks during late night hours. The alternative would provide 11 spaces less than the demand, while the proposed Super 8 Hotel would meet demand with attendant-style parking and provide 28 spaces less than the demand with self-park.

There would be no measurable difference in air quality impacts associated with this alternative, as compared to the proposed projects.

This variant of Alternative Four would have an estimated retail and office employment of 187 persons. Since there would be less than 50,000 gsf of office space the alternative would not have a requirement under the Office Affordable Housing Production Program (OAHPP).

REASONS FOR REJECTION

Super 8 Hotel

The project sponsor has no experience in the development of commercial or residential uses. In the sponsor's opinion, there is an oversupply of office space in the Embarcadero/Fisherman's Wharf area at this time. Finally, the sponsor believes that there is no demonstrable demand for additional retail and office space.

Clarion Hotel

Project sponsors of the Clarion Hotel have not rejected this alternative.

2. VARIANT TWO: SUPER 8 HOTEL SITE BUILT AS RETAIL/HOUSING USES, CLARION HOTEL AS PROPOSED

DESCRIPTION

In this variant, the Clarion Hotel would be built as proposed, while the Super 8 Hotel site would be developed as retail and housing uses. The four-story retail/housing alternative on the Super 8 Hotel site would be 40 feet tall and would contain a total of 95,200 gross square feet (13,623 or 12.5% less than the proposed Super 8 Hotel), including 8,850 gsf in streetfront retail on the ground floor, 58,000 gsf in 64 housing units on the second, third, and fourth floors, and 28,350 gsf in parking on the ground floor and basement level. This alternative would provide 63 parking spaces, 16 spaces less than the required 79 parking spaces for the project as determined by Section 151 of the City Planning Code. The overall FAR for the retail/housing development would be 2.25:1 compared to the 3.02:1 FAR of the proposed Super 8 Hotel. The building would be built over 75% of the lot, fronting on North Point Street. The rear 25% of the lot would be open space over basement parking, fulfilling the 25% rear yard requirement by the Code. The style of the building would be the same as for the proposed Super 8 Hotel.

IMPACTS

Impacts on urban design, views, and historic and cultural resources would be the same as in the proposed projects. Impacts associated with the intensification of land use and with the increased concentration of hotel uses in the area would be decreased in this alternative by the reduction of total gross square footage--the proposed alternative would contain only 95,200 gsf, 12.5% less than the proposed Super 8 Hotel, and by the elimination of one hotel project. Under this alternative the number of hotel rooms in the Fisherman's Wharf area would increase by only 374 rooms, an 18.3% increase, rather than by 568 rooms, a 27.7% increase.

There would be a reduction in the transportation-related impacts of this variant as compared to the proposed project. The retail/housing development would generate 613

total weekday daily person trip-ends and 683 total weekend daily person trip-ends, 1,424 weekday trips (70%) and 1,955 weekend trips (74%) less than would be generated by the proposed Super 8 Hotel. Together the retail/housing alternative and the Clarion Hotel would generate 4,540 total weekday daily person trip-ends, 1,424 (24%) less than would be generated by the Super 8 and Clarion Hotels together, and 5,769 total weekend daily person trip-ends, 1,955 (25%) less than the proposed projects. Under this variant of Alternative Four, levels of service at area intersections would not change from those described for the proposed hotel projects.

The retail/housing development on the Super 8 Hotel site would create a maximum demand for 74 parking spaces, 11 more than it would provide, while the proposed Super 8 Hotel would create a demand for 68 parking spaces, equivalent to the 68 attendant spaces and 28 spaces more than it would provide with self-park spaces. Parking demand from this retail/housing alternative would be similar to that of the proposed hotels, with peak demand coming during late night hours.

There would be no measurable difference in air quality impacts with this alternative compared to the proposed projects.

This variant of Alternative Four would generate 64 housing units where none are currently present. The total estimated retail employment on the site would be approximately 25 persons.

REASONS FOR REJECTION

Super 8 Hotel

The project sponsor has rejected this alternative because he has no experience in the development of residential uses and because this alternative would not meet the project sponsor's objectives.

Clarion Hotel

The sponsor of the Clarion Hotel has not rejected this alternative.

3. VARIANT THREE: SUPER 8 HOTEL AS PROPOSED, CLARION HOTEL SITE BUILT AS RETAIL/OFFICE USES

In this alternative, the Super 8 Hotel would be built as proposed, while the Clarion Hotel site would be developed as a, 40-foot, three-story retail and office building. The building on the Clarion Hotel site would contain a total of 228,000 gsf, (56,759 gsf, or 20%, less than the proposed Clarion Hotel) including 31,250 gross square feet in streetfront retail on the first floor, 98,750 gsf in parking on the basement and first floor levels, and 98,000 gsf in office space on the second and third levels. The parking would consist of 185 spaces on the basement level and 97 spaces on the street level, for a total of 282 spaces, 49 spaces more than the 233 required for the project and 150 more than would be provided in the proposed Clarion Hotel. The 31,250 gsf of streetfront retail would provide 27,259 gsf more than the 3,991 gsf of retail provided in the Clarion Hotel. The FAR for the development would be 1.77:1, compared to the 3.40:1 FAR of the proposed Clarion Hotel. The building would be approximately the same size, shape and style of the Clarion Hotel.

Since the Clarion Hotel site under this variant would have in excess of 25,000 gsf of office space it would require approval by the CPC under Section 321 of the City Planning Code, the Office Limitation Program.

IMPACTS

Impacts on urban design, views, and historic and cultural resources and impacts of construction noise would be the same as those of the proposed projects. Impacts associated with the increased concentration of hotels in the area would be reduced. The new square footage in the area would total 347,192 gsf, 14% less than the 403,951 gsf of the proposed Super 8 and Clarion Hotels. However, office uses are typically considered more intensive uses than hotels, and, thus, the decrease in overall size would be offset by the more intensive use. The total number of hotel rooms in the Fisherman's Wharf area would increase by 194 rather than by 568, a 9.4% increase as opposed to the 27.7% increase that would occur if both hotels were built as proposed.

As compared to the proposed project, this variant would have reduced transportation-related impacts. The retail/office development on the Clarion site would generate 2,243 total weekday daily person trip-ends, 1,684 person trip-ends (42.9%) less than would be

generated by the proposed Clarion Hotel and 919 total weekend daily person trip-ends, 4,167 trips (81.9%) less than with the proposed Clarion Hotel. Together the Super 8 Hotel and the retail/office alternative on the Clarion Hotel site would generate 4,280 total weekday daily person trip-ends, 1,684 (28.2%) less than would be generated if both the hotels were built as proposed, and 3,557 total weekend daily person trip-ends, 4,167 (54%) less than the proposed projects. Levels of service at area intersections would not change under this alternative from those described for the proposed projects.

The estimated maximum parking demand created by the retail/office development would be 182 spaces. This alternative would provide 100 spaces in excess of its estimated demand. The proposed Clarion Hotel would provide one space more than the proposed Hotel's estimated demand. Parking demand from the retail/office alternative would peak during weekday mornings and afternoons, compared to the overnight peak for the proposed hotels.

Impacts on air quality would not be measurably different from those identified for the proposed projects.

Under Variant Three of Alternative Four, the Clarion Hotel site would have a total office/retail employment of 456 persons. Under the OAHPP, the office space in the project would generate a requirement for 38 units, of which 62% (23 units) would have to be affordable to people with low and/or moderate incomes. Growth-inducing impacts would be increased due to an increase in the intensity of the type of development on the Clarion Hotel site.

REASONS FOR REJECTION

Super 8 Hotel

The project sponsor has not rejected this alternative.

Clarion Hotel

The project sponsor believes that there is no demand for additional retail space in the Fisherman's Wharf area without the addition of more hotel rooms and does not believe

that there is any significant demand for office use. The project sponsor has rejected this alternative because it meets none of the sponsor's objectives set forth in Chapter 2, page 21.

4. VARIANT FOUR: SUPER 8 HOTEL SITE BUILT AS RETAIL/OFFICE USE, CLARION HOTEL SITE BUILT AS RETAIL/OFFICE USE

DESCRIPTION

In this alternative, both the Super 8 Hotel site and the Clarion Hotel site would be developed as retail and office structures. The Clarion Hotel site would contain a 40-foot, three-story structure with 31,250 gsf of streetfront retail on the first floor and 98,000 gsf of office space on the second and third floors. The building would include 98,750 gsf (282 spaces) of parking on the first floor and basement level, 49 spaces more than the required 233 spaces. The building would contain a total of 228,000 gsf (56,759 gsf, or 20%, less than the proposed Clarion Hotel) and would have an FAR of 1.77:1, compared to the 3.40:1 FAR for the Clarion Hotel. The size, shape, and style of the building would be approximately the same as the proposed Clarion Hotel structure.

The Super 8 Hotel site would contain a 40-foot, three-story structure with 14,850 gsf of streetfront retail on the first floor, 38,672 gsf of office space on the second and third floors, and 36,712 gsf of parking on the ground floor and basement level. The parking would consist of 22 spaces on the ground floor and 41 spaces on the basement level for a total of 63 spaces, 28 spaces less than would be required for the building. The building would contain a total of 90,234 gsf (18,589 gsf, or 17%, less than the proposed Super 8 Hotel) and would have an FAR of 1.80:1, compared to the 3.02:1 FAR for the Super 8 Hotel. The size, shape, and style of the building would be approximately the same as the proposed Super 8 Hotel structure.

Since both of these projects would have in excess of 25,000 gsf of office space they would require approval by the CPC under Section 321 of the City Planning Code, the Office Limitation Program.

IMPACTS

Impacts on urban design, views, historic and cultural resources and impacts of construction noise would be the same as those created by the proposed Super 8 and Clarion Hotels. Impacts associated with the increased concentration of hotel uses in the area would be eliminated. Impacts associated with the intensification of land uses in general would be reduced due to the decrease (17%) in overall floor area of this alternative, but would be increased due to the intensive nature of office uses.

As compared to the proposed project, this variant would have reduced impacts on transportation. The two retail/office buildings in this alternative would generate 3,166 total weekday daily person trip-ends, 2,798 (46.9%) less than would be generated by the proposed Super 8 and Clarion Hotels, and 1,332 total weekend daily person trip-ends, 6,392 (82.8%) less then the proposed hotels. Levels of service at area intersections would remain the same under this alternative, as described for the proposed hotel projects.

The alternative buildings would create a maximum demand for approximately 256 weekday parking spaces. Thus they would provide 89 spaces in excess of demand on weekdays. (The proposed hotels would create a demand for 199 weekend spaces, one less than they would provide with attendant-style spaces and 40 more than they would provide with self-park spaces.) The peak parking demand for these alternatives would be weekday mornings and afternoons, compared to the overnight peak for the proposed projects.

There would be no measurable difference between the air quality impacts of this alternative and those described for the proposed projects.

Under this variant of Alternative Four, the Super 8 Hotel site would have an estimated retail and office employment of 187 persons, while the Clarion Hotel site would have a retail and office employment of 456 persons. Although the Super 8 Hotel site would not have a requirement under OAHPP, the Clarion Hotel site would have a requirement of 38 units, of which 62% (23 units) would have to be affordable to people with low and/or moderate incomes. Growth-inducing impacts from both sites would be increased due to an increase in the intensity of the type of development.

REASONS FOR REJECTION

Super 8 Hotel

The project sponsor has no experience in the development of commercial or residential uses. In the sponsor's opinion there is an oversupply of office space in the Embarcadero/Fisherman's Wharf area at this time. Office use will not strengthen the economic base of the Fisherman's Wharf area. The sponsor believes that there is no demonstrable demand for additional retail and office space.

Clarion Hotel

The project sponsor believes that there is no demand for additional retail space in the Fisherman's Wharf area without the addition of more hotel rooms and does not believe that there is any significant demand for office use. The project sponsor has rejected this alternative because it meets none of the sponsor's objectives set forth in Chapter 2, page 22.

5. VARIANT FIVE: SUPER 8 HOTEL SITE BUILT AS RETAIL/HOUSING USE, CLARION HOTEL SITE BUILT AS RETAIL/OFFICE USES

DESCRIPTION

Under this alternative, the Clarion Hotel site would be developed as a retail/office complex, while the Super 8 Hotel site would be developed as a retail/housing complex. The 3-story retail/office building on the Clarion Hotel site would be 40 feet high, and contain a total of 228,000 gsf (56,759, or 20%, less than the proposed Clarion Hotel), including 31,250 gsf of streetfront retail, 98,000 gsf of office space on the second and third floors, and 98,750 gsf of parking on the ground floor and basement level. The parking would consist of 97 spaces on the ground floor and 185 spaces on the basement level for a total of 282 spaces, 49 spaces more than the 233 required for the building. The project would have an FAR of 1.77:1, compared to the 3.40:1 FAR of the Clarion Hotel project. The size, shape, and style of the building would be essentially the same as the Clarion Hotel project.

Since the Clarion Hotel site would have an excess of 25,000 gsf of office space, it would require approval by the CPC under Section 321 of the City Planning Code, the Office Limitation Program.

The four-story retail/housing complex on the Super 8 Hotel site would be 40 feet tall and would contain a total of 95,200 gsf (13,623 gsf, or 12.5%, less than the Super 8 Hotel), including 8,850 gsf of streetfront retail, 58,000 gsf of housing space (64 units), and 28,350 of parking on the ground floor and basement level. The project would contain 63 parking spaces, 16 less than required. The building would have an FAR of 2.25:1, compared to the 3.02:1 FAR of the Super 8 Hotel project. At the street frontage, the size, shape, and style of the building would be essentially the same as the Super 8 Hotel structure.

IMPACTS

Impacts on urban design, views, and historic and cultural resources and impacts of construction noise would be the same as for the proposed hotels. Impacts associated with increased concentration of hotels in the area would be eliminated. Impacts associated with intensification of land uses in general would be somewhat mitigated by the lower overall floor area of this alternative. The retail/office building on the Clarion site would contain 228,000 gsf, 20% less floor area than the proposed Clarion Hotel. The retail/housing building on the Super 8 Hotel site would contain 95,200 gsf, 12.5% less floor area than the proposed Super 8 Hotel. Together the alternative buildings would contain 323,200 gsf, 70,382 gsf, or 17.9% less than the combined square footage of the proposed hotels.

Together the alternative use buildings would have reduced transportation related impacts as they would generate 2,856 total weekday daily person trip-ends, 3,108 (52.1%) less than would be generated by the hotels and 1,602 total weekend daily person trip-ends, 6,122 (79.3%) less than with the proposed projects. Levels of service at area intersections would remain unchanged, under this alternative, from those described for the proposed projects.

Together the alternative buildings would create a maximum demand for 293 parking spaces. Thus they would provide 52 spaces in excess of estimated demand while the proposed hotels would create a parking demand for 199 weekend spaces, one less than they would provide with attendant parking, 40 more than they would provide with self-park. The peak parking demand for the retail/housing alternative on the Super 8 site would be overnight, similar to the proposed project, while the peak demand for the retail/office

alternative on the Clarion site would be weekday mornings and evenings, compared to the overnight peak demand for the proposed project.

Under this variant of Alternative Four, the Super 8 Hotel site would have an estimated retail employment of 25 persons, while the Clarion Hotel site would have a retail and office employment of 456 persons. The Super 8 Hotel site would generate 64 housing units where none currently exist. Under the OAHPP, the Clarion Hotel site would have a requirement of 38 units, of which 62% (23 units) would have to be affordable to people with low and/or moderate incomes. Growth-inducing impacts from the Super 8 Hotel site would be lessened due to a decrease in the intensity of the type of development (residential vs. hotel), while the growth-inducing impacts from the Clarion Hotel site would be heightened due to an increase in the intensity of the type of development (office vs. hotel).

REASONS FOR REJECTION

Super 8 Hotel

The project sponsor has rejected this alternative because he has no experience in the development of residential uses, and because this alternative would not meet the project sponsor's objectives.

Clarion Hotel

The project sponsor believes that there is no demand for additional retail space in the Fisherman's Wharf area without the addition of more hotel rooms and does not believe that there is any significant demand for office space. The project sponsor has rejected this alternative because it meets none of the sponsor's objectives set forth in Chapter 2, page 21.

E. ALTERNATIVE FIVE: FACADE RETENTION ALTERNATIVE

DESCRIPTION

Alternative Five would involve the construction of the Clarion Hotel around the north and east facades of the Musto Building. All other buildings on the Clarion Hotel project site would be demolished. The Super 8 Hotel would be built as proposed.

The North Point facade and the East facade would be retained and integrated into a new three-story structure (see Figure 31, page 175). It would be necessary to reinforce the existing walls which are of unreinforced, seismically unsafe, brick construction, to replace the existing timber floors which do not meet current fire code, and to construct new foundation and column supports required to make the building seismically safe. The ground floor level would require transitional stairs and ramps from the main hotel lobby level. The second floor level would be located at the height of the existing upper windows of the Musto Building and would match the fourth level of the main hotel building. The third floor of rooms would be stepped back from the existing parapet by five feet to preserve the separateness of the existing parapet. An outdoor courtyard approximately 45-feet wide along the eastern facade of the Musto Building would be integrated into the project, accessible from North Point Street, in order to provide physical and visual access to the east facade of the Musto Building.

In this alternative, the Clarion Hotel would include 313 rooms (61 less than in the proposed project) and 204,883 gsf of hotel space (19,345 gsf less than in the proposed project), 8,714 gsf of associated restaurant space (736 gsf less than in the proposed project), 4,033 gsf of meeting space (3,279 gsf less than in the proposed project) and 2,700 gsf of associated retail space (1,291 gsf less than in the proposed project). Together the Super 8 Hotel and Clarion Hotel would include 507 rooms (61 less than in the proposed projects) and 283,760 gsf of hotel space (19,345 gsf less than with the proposed projects).

Entrance to the basement level parking garage would be on North Point Street, the same as the North Point Street entrance in the proposed Clarion Hotel. The Clarion Hotel would have a Code requirement for 86 off-street parking spaces and three off-street loading spaces. The variant would include 81 independently accessible off-street parking spaces, (116 spaces if operated with attendants). A variance from the parking requirement would be required. It would include three loading spaces.

IMPACTS

Impacts on views and cultural resources and impacts of construction noise would be the same as for the proposed hotels. Impacts associated with increased concentration of hotels in the area would be decreased by the reduction of 61 hotel rooms in the Clarion

ALTERNATIVE FIVE: MODEL PHOTO

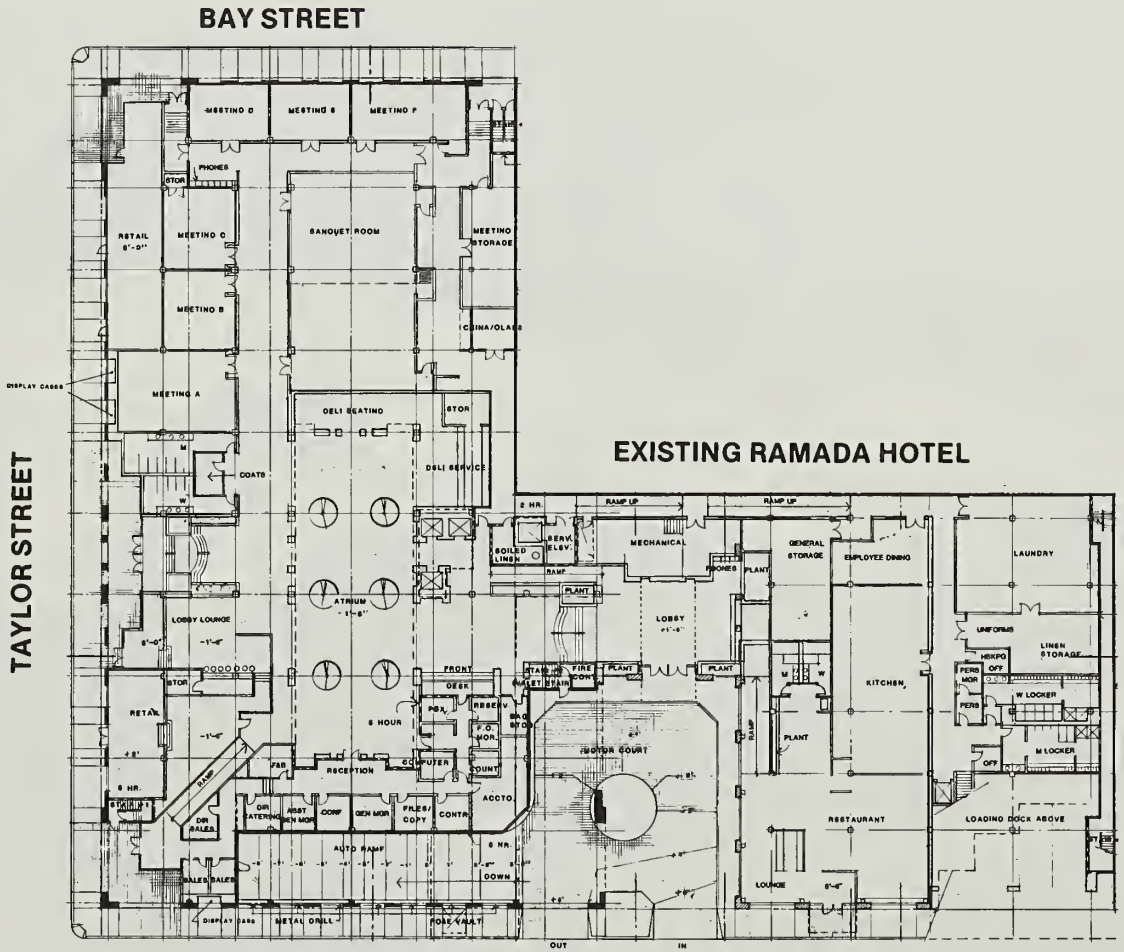
FIGURE 31

SOURCE: FHM ARCHITECTS

84166/85016

ALTERNATIVE FIVE: GROUND FLOOR PLAN

FIGURE 32



SOURCE: FRIZZELL HILL MOORHOUSE, INC.

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Hotel. Impacts associated with intensification of land uses in general would be somewhat less by the lower overall floor area of this alternative. The hotel uses on the Clarion site would decrease by 21,658 gsf, 9.7% less floor area than the proposed Clarion Hotel. The hotel uses on the Super 8 Hotel site would not change from that described for the proposed project. Together the alternative Clarion Hotel buildings and the Super 8 Hotel would contain a total of 371,401 gsf, 22,181 gsf (or 5.6%) less than the combined total constructed square footage of the proposed hotels.

Impacts on urban design would be changed since this variant of the Clarion Hotel would preserve the view of the east and north facades of the Musto Building which are considered characteristic of post-earthquake industrial/warehouse buildings in the Wharf area. It would result in a less bulky structure because of the courtyard adjacent to the east facade of the Musto Building. It would not contain a continuous street wall. Because the historic value of the Musto Building lies in the entire building structure itself, there would continue to be adverse impacts on historic resources with this alternative.

This variant would have reduced transportation-related impacts as it would generate 3,570 total weekday daily person trip-ends and 4,624 total weekend daily trip-ends, 357 (9.1%) less than would be generated by the proposed Clarion Hotel project on weekdays and 462 (9.1%) less than on weekends. Levels of service at area intersections would remain unchanged under this alternative, as compared to the proposed projects.

Location of access to the Clarion Hotel parking garage on North Point Street would be the same as with the proposed project. Under this alternative the Clarion Hotel would have a parking demand of 110 spaces, 21 fewer than the demand for the proposed project. The alternative would include 116 attendant-style spaces (81 self-park), six more than the peak demand (29 self-park spaces fewer than demand). The Super 8 Hotel as proposed would have 68 attendant-style spaces (40 self park). Together, the alternative buildings would create a maximum demand for 178 spaces, six more than they would provide with attendant-style parking and 57 more than they would provide with self-park. The hotels as proposed would create a demand for 199 spaces, one less than they would provide with attendant-style spaces, 40 more than they would provide with self-park spaces.

Impacts on air quality would not be measurably different from those described for the proposed projects.

REASONS FOR REJECTION

Super 8 Hotel

The sponsors of the Super 8 Hotel have not rejected this alternative.

Clarion Hotel

The sponsor of the Clarion Hotel is willing to consider this alternative if the proposed project is not acceptable to the City Planning Commission.

ALTERNATIVE SIX: HISTORIC PRESERVATION ALTERNATIVE

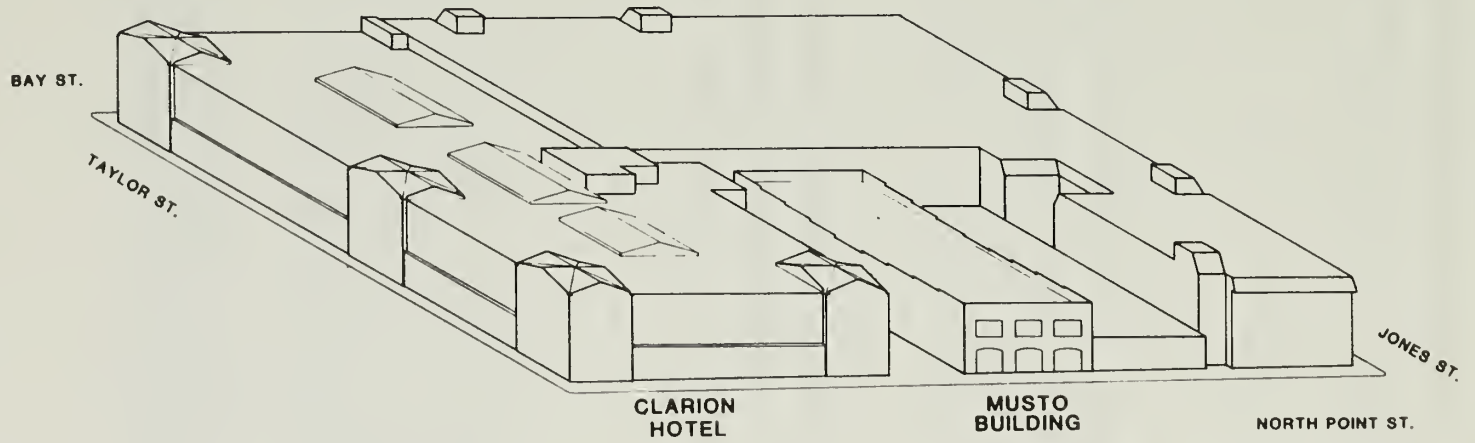
This alternative would involve the preservation of the entire Musto Building and annex, and demolition of the 2585 Taylor Street building and the service station on the Clarion Hotel site (see Figure 33, page 179). The Super 8 Hotel would be as described in the proposed project.

Preservation of the entire Musto Building structure would require keeping the building in retail use since the building does not meet current seismic and fire safety codes. To upgrade the building to meet seismic safety standards would require reconstruction of essentially the entire building including removal of the existing roof, floors and support columns, demolition of portions of the existing foundation, driving of piles to be tied into the existing and new portions of the foundations and new internal walls to support the existing unenforced brick walls. Completion of this seismic upgrade would result in construction of an entire new building with preservation of only the existing outside walls similar to the facade retention described in Alternative Five.[1]

Under this alternative, the Clarion Hotel would only be built on a portion of the site. The Musto Building contains 16,600 square feet of retail space. This retail space would have a parking requirement of 28 spaces under the City Planning Code. Under this alternative, 13 parking spaces could be accommodated in the 45 feet between the Musto Building and

ALTERNATIVE SIX: AXONOMETRIC

FIGURE 33



SOURCE: FHM ARCHITECTS

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the Clarion Hotel, and 26 spaces could be provided either in the annex building or on the annex site if it were not feasible to put parking uses in the building.

The Clarion Hotel site would be reduced to 46,475 square feet, as compared to 65,037.50 square feet with the proposed project. Due to the reduced site area, the hotel service functions would be split between the basement and the ground floor.

In this alternative, the Clarion Hotel would include 269 rooms (105 less than in the proposed project) and 162,230 gsf of hotel space (61,998 gsf less than in the proposed project), 7,050 gsf of associated restaurant space (2,400 gsf less than in the proposed project), 4,000 gsf of meeting space (3,313 less than in the proposed project) and 1,000 gsf of associated retail space (2,991 less than in the proposed project). Together the Super 8 Hotel and Clarion Hotel would include 463 rooms (105 less than in the proposed projects) and 241,107 gsf of hotel space (61,998 gsf less than with the proposed projects).

Entrance to the basement level parking garage would be on Bay Street, as opposed to the North Point Street entrance in the proposed Clarion Hotel. The Clarion Hotel in this alternative would provide 100 attendant-style parking spaces (75 self-park parking spaces) equal to the Code required 75 spaces, and three off-street loading spaces accessed from North Point Street.

IMPACTS

Impacts on views would be the same as for the proposed hotels. Impacts associated with increased concentration of hotels in the area would be decreased by the reduction of 105 hotel rooms in the Clarion Hotel. Impacts associated with intensification of land uses in general would be somewhat less by the lower overall floor area of this alternative. The hotel uses on the Clarion site would decrease by 61,998 gsf, 27.6% less floor area than the proposed Clarion Hotel. The hotel uses on the Super 8 Hotel site would not change from that described for the proposed project. Together the alternative buildings would contain 315,353 gsf, 78,229 gsf, or 24.8% less than the combined square footage of the proposed hotels.

Impacts on urban design would be changed since this alternative of the Clarion Hotel would preserve the view of the north and east facades of the Musto Building which are considered characteristic of post-earthquake industrial/warehouse buildings in the Wharf area. It would result in a less bulky structure because of the courtyard adjacent to the east facade of the Musto Building. It would not contain a continuous street wall. Impacts on historic resources would be minimal in that the Musto Building would be preserved but the view of its east facade would be restricted. Potential impacts on cultural resources would be decreased since there would be no excavation under the Musto Building and its annex.

The buildings in this alternative would have reduced transportation impacts as they would generate 2,825 total weekday daily person trip-ends and 3,658 total weekend daily person trip-ends, 1,102 (28.1%) less on weekdays and 1,428 (28.1%) less on weekends than would be generated by the proposed project. Levels of service at area intersections would remain unchanged, under this alternative, from those described for the proposed projects.

Location of the Clarion Hotel parking garage on Bay Street could result in potential conflicts with Muni operations on Bay Street as there is a 42-Downtown bus stop on Bay Street in front of the site. Autos exiting and entering the garage could conflict with this bus stop. Under this alternative the Clarion Hotel would have a parking demand of 94 spaces, 38 fewer than the demand for the proposed project. The alternative would include 100 attendant-style spaces (70 self-park), six more than the peak demand (24 self-park spaces fewer than demand). The Super 8 Hotel as proposed would have 68 attendant-style spaces (40 self-park). Together the alternative buildings would create a demand for 162 parking spaces, 52 more than they would provide, while the proposed projects would create a parking demand for 199 spaces, one less than they would provide with attendant-style spaces and 40 more than they provide with self-park spaces.

Impacts on air quality would not be measurably different from those described for the proposed projects. Impacts on construction noise could be decreased since the length of pile driving would be decreased as compared to the proposed project.

REASONS FOR REJECTION

Super 8 Hotel

The sponsors of the Super 8 Hotel have not rejected this alternative.

Clarion Hotel

The sponsor of the Clarion Hotel has rejected this alternative for the following reasons:

1. The loss of 105 hotel rooms which could affect the ability of the hotel to attract business visitors and groups, one of the primary objectives of the project sponsor;

2. Loss of large meeting rooms would be inconsistent with one of the sponsor's primary objectives for the proposed project. The sponsor believes that this loss of meeting rooms could affect the hotel's ability to attract business visitors for meetings and conferences. In addition, an inefficient layout of hotel support functions would result from having limited area on the ground floor for such necessary functions along with other ancillary hotel uses desired by the project sponsor. The necessary division of such functions between the ground floor and the basement levels would result in inefficiency.

3. Elimination of recreational space for hotel guests (e.g., swimming pool, spa and health club would not be included) which could affect the attractiveness of the hotel to both business visitors and tourists.

---

[1] Peter A. Culley, S.E., President, Peter Culley and Associates, Consulting Structural Engineers, letter to Mr. James Johnson, March 24, 1987.

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John Hancock Mutual Life Insurance Co.
201 Filbert, #700
San Francisco, CA 94133

Ramier Investment Co.
c/o Cost Plus Inc.
2598 Taylor
San Francisco, CA 94133

S.F. Bay Area Longshoremens
Memorial Association Inc.
400 North Point Street
San Francisco, CA 94133

ADJACENT PROPERTY OWNERS (Cont.)

Wharfside One
c/o Controller
2500 Mason
San Francisco, CA 94133

Clarion Hotel

Harold Kaufman
President
Harrigan Weidenmuller Co.
344 Kearny Street
San Francisco, CA 94108

Ramada Hotel Operating Co.
c/o G. Heninger, Dept. Appraisals
P.O. Box 590
Phoenix, AZ 85001

Richard Simpson
196 Hall Drive
Orinda, CA 94563

Hubert and Hilda Tsang
c/o Cathay Realty
1042 Grant Street
San Francisco, CA 94133

Union Oil Co. of California
c/o C. C. Row
911 Wilshire Blvd., #1316
Los Angeles, CA 90017

San Francisco Housing Authority
North Beach Place Housing Office
838 Pacific Avenue
San Francisco, CA 94133

Southern Pacific Transportation Co.
Real Estate Division
One Market Plaza
San Francisco, CA 94105

City and County of San Francisco **Department of City Planning**

NOTICE THAT AN
ENVIRONMENTAL IMPACT REPORT
IS DETERMINED TO BE REQUIRED

Date of this Notice: October 17, 1986

Lead Agency: City and County of San Francisco, Department of City Planning
450 McAllister Street - 5th Floor, San Francisco, CA 94102

Agency Contact Person: Catherine Siegel Telephone: (415) 558-5261

Project Title: 85.111E, Super 8 Hotel and 85.114E, Clarion Hotel

Project Sponsor: Super 8 Motels and AIRCOA

Project Contact Person: Philip Grotewohl and William Perrett

Project Address: 2455 Mason Street and 2555 Taylor Street

Assessor's Block(s) and Lot(s): Block 30/1 and Block 29/1, 2, 5a and 6

City and County: San Francisco

Project Description: Super 8 Hotel: Construct a four-story, 40 feet high 194-room hotel building containing a 2,025 gross square feet (gsf) of restaurant space and 40 below-grade parking spaces. Demolish the existing vacant, 51,600 gsf warehouse building.

Clarion Hotel: Construct a four-story, 40 feet high, 374 room hotel building containing 9,450 gsf of restaurant, and bar space, 7,312 gsf of meeting rooms, 3,991 gsf of retail space and 120 below-grade valet parking spaces. Demolish all existing structures which are: an operating automobile service station, a 75 space surface public parking lot, and three vacant buildings containing 27,493, gsf of retail space.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the Guidelines of the State Secretary for Resources, Section 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and the following reasons, as documented in the Environmental Evaluation (Initial Study) for the project, which is attached.

Deadline for Filing of an Appeal of this Determination to the City Planning Commission: October 27, 1986.

An appeal requires: 1) a letter specifying the grounds for the appeal, and;
2) a $50.00 filing fee.

Barbara W. Sahm
BARBARA W. SAHM
Environmental Review Officer

BWS:CRS:eh

SUPER 8 HOTEL/CLARION HOTEL

INITIAL STUDY

85.111E/85.114E

October 17, 1986

INTRODUCTION

The following Initial Study discusses the potential impacts of two proposed projects in the Fisherman's Wharf area of San Francisco. The two projects are proposed for the same use (hotel) in similar locations (one block apart) and were proposed at the same time (April 1985). Due to the similarity of the proposed projects and public concern regarding the cumulative impacts of future development in the Fisherman's Wharf area and adjacent residential areas such as Russian and Telegraph Hills, the City has determined that a single environmental review process would be most appropriate. As such, the following Initial Study determines the scope of the future Environmental Impact Report on both the proposed Super 8 Hotel and the proposed Clarion Hotel.

I. PROJECT DESCRIPTION

1. SUPER 8 HOTEL

The proposed Super 8 Hotel would contain hotel and associated restaurant uses over basement level parking. The project is proposed to be constructed on Assessor's Block 030, Lot 1. The project site is located south of Fisherman's Wharf, fronting on Mason and Northpoint Streets (see Figure 1, page 2).

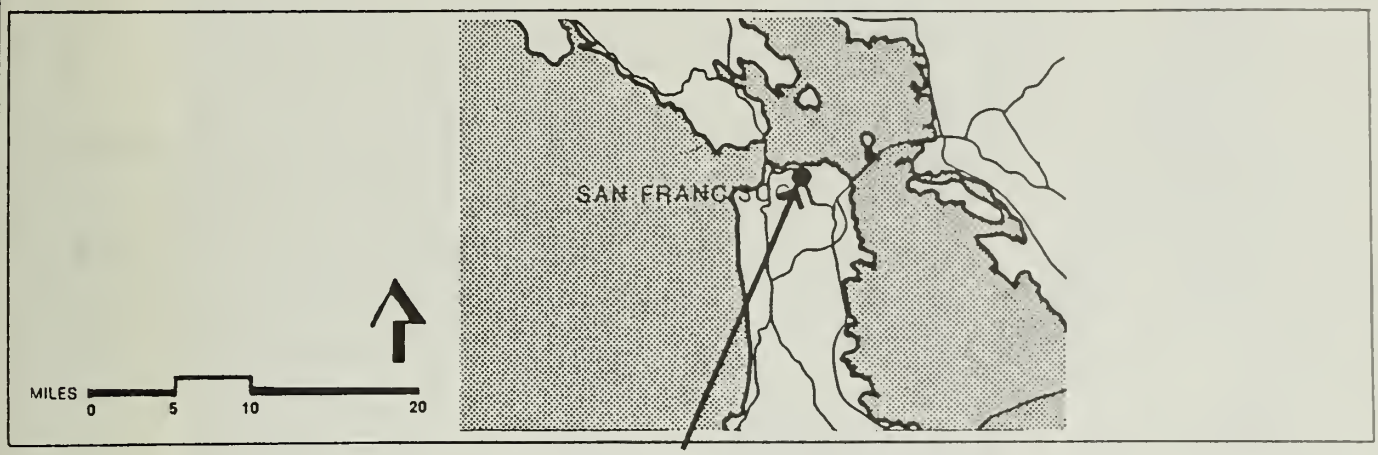
The 25,781.25 square foot project site contains a single vacant building which formerly served as a canned food storage facility for Del Monte. The building contains a total of 51,600 gsf of warehouse space. The existing building would be demolished and removed for the proposed new construction. The remainder of the project block is occupied by Cost Plus and small scale retail and restaurant uses.

The proposed project would contain a total of 119,192 gross square feet (gsf) of space in hotel uses, including 194 rooms and associated hallway, office and lobby space (94,223 gsf)

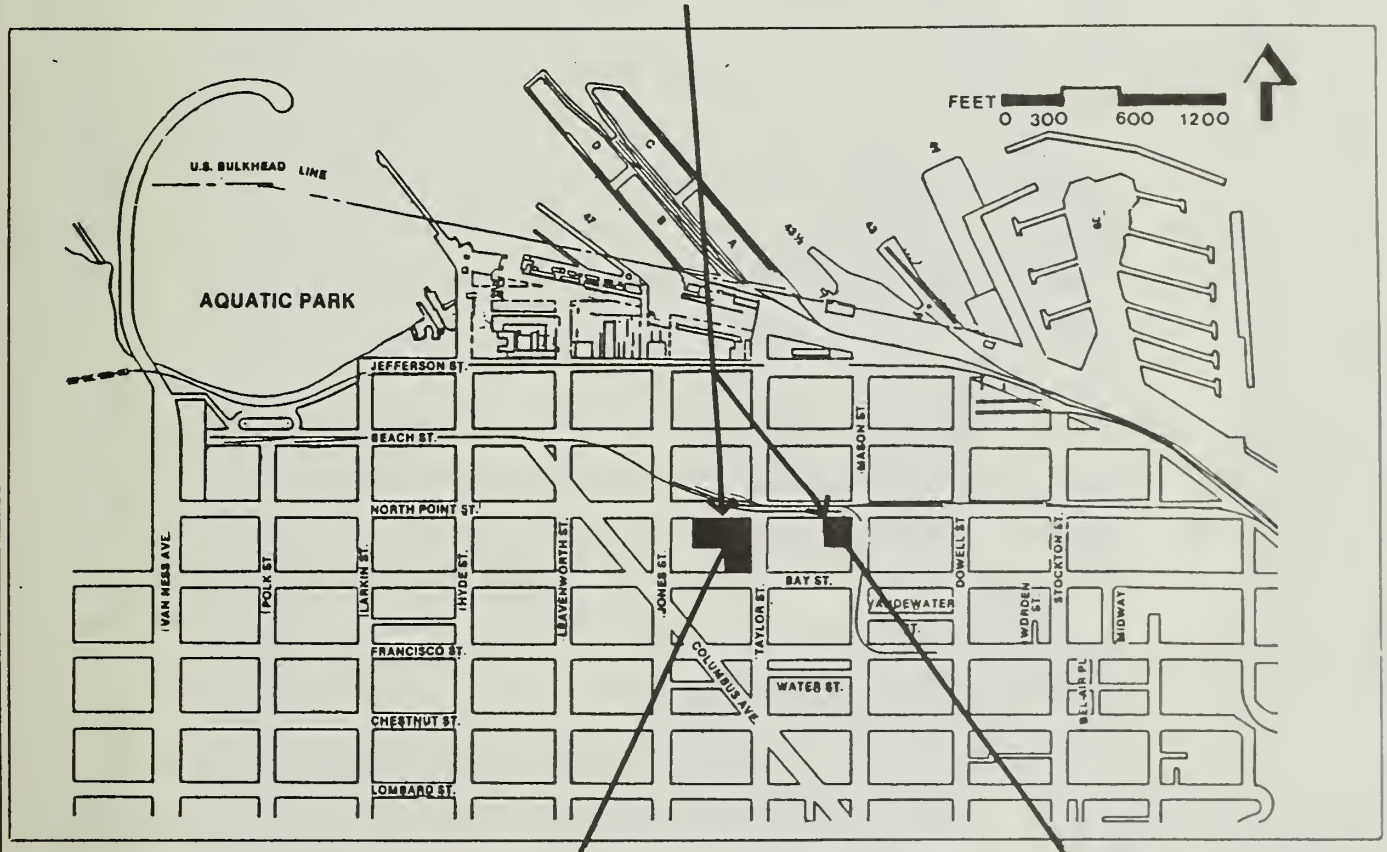
SITE LOCATION MAP

FIGURE 1

SOURCE EIP ASSOCIATES



PROJECT SITES



a 96-seat restaurant (2,025 gsf), and 40 below-grade self-park parking spaces accessed from Northpoint Street (17,813 gsf) (see Figures 2-3, pages 4-5). The building would contain 85,028 square feet in occupied floor area. There would be one off-street loading space accessed from Mason Street. The project site would be excavated to a depth of about 15 feet to construct foundations and to accommodate parking and mechanical uses below grade. The project would be built to a height of 40 feet and would have a floor area ratio (FAR) of 3.73:1

The main entrance to the project would be from Northpoint Street. There would be a canopied pedestrian island constructed in front of the main entrance to create an off-street auto pick-up and drop-off area and taxi stand. Autos would enter the one-way drop-off area from the east side, and either exit onto Northpoint Street or proceed down the garage ramp. The sponsor intends to request permission from the City for designation of a loading zone for tour buses on the Northpoint Street side of the pedestrian island. (See Figure 3, page 5.)

Pedestrians would be able to enter the building at the main entrance or through the restaurant entrance on Mason Street. There would also be another entrance, primarily for handicapped access, near the elevators in the lobby. An emergency exit would be located on Mason Street at the southern end of the hotel. Pedestrian amenities would include street trees, sidewalk plantings and a sidewalk on Northpoint Street adjacent to the hotel, where no sidewalk currently exists.

Construction of the proposed project would take approximately twelve months; project cost is estimated to be $3,500,000. The project sponsor is Super 8 Lodges V Limited and the project architect is James Linebarger of San Francisco.

2. CLARION HOTEL

The proposed Clarion Hotel project would contain hotel and associated retail and restaurant uses over basement level parking. The project is proposed to be constructed on Assessor's Block 029, Lots 1, 2, 5a and 6. The project site is located south of Fisherman's Wharf, fronting on Taylor, Bay and Northpoint Streets (see Figure 1, page 2).

ARTIST'S RENDERING
SUPER 8 HOTEL - VIEW FROM NORTHPOINT STREET

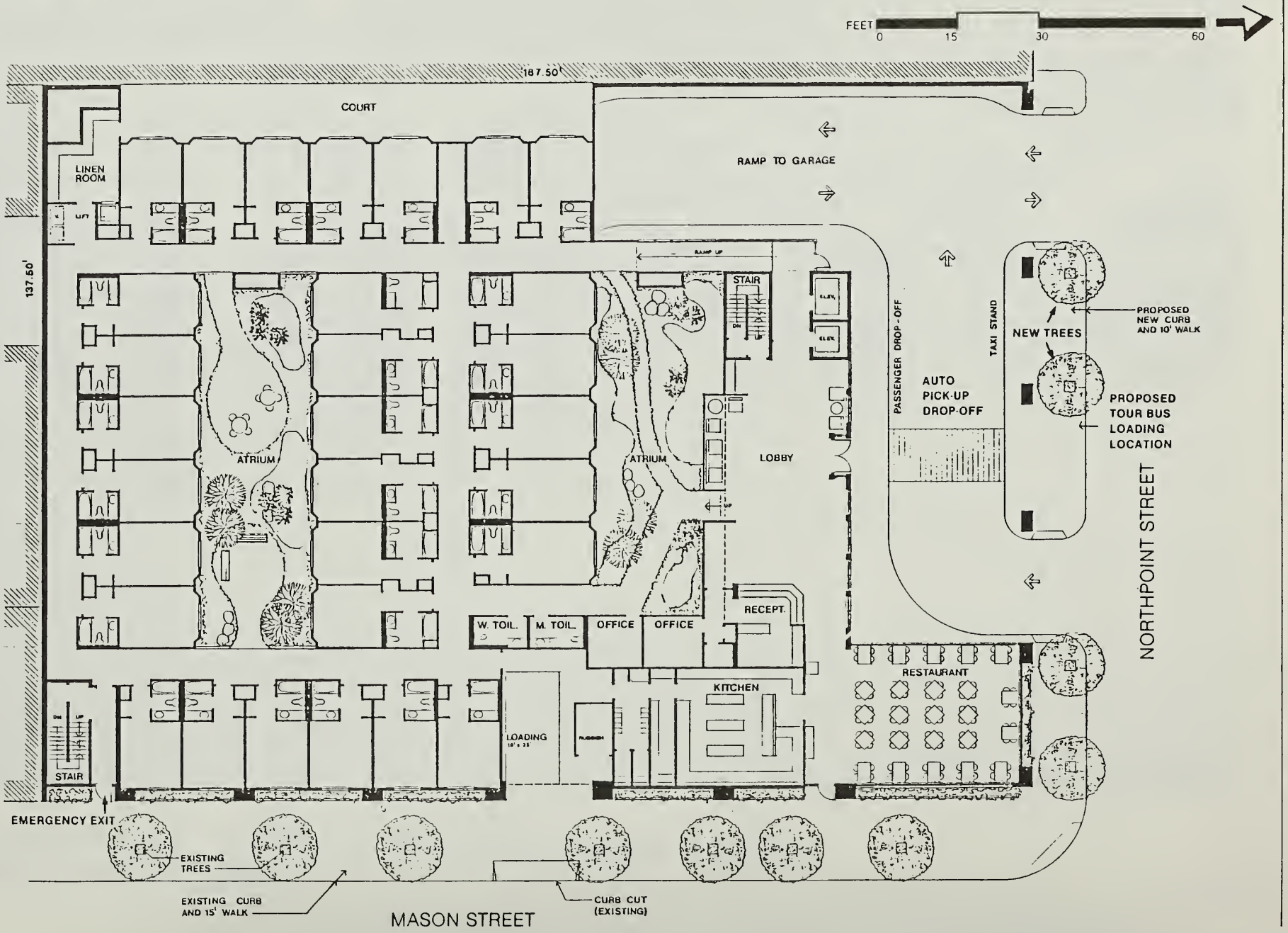
FIGURE 2

85018

FIRST LEVEL
SUPER 8 HOTEL

FIGURE 3

SOURCE ROSSI DEVELOPMENT CO



85016

The 65,037.50 square foot project site contains a Shell Oil service station, 75 surface public parking spaces which were formerly parking for Cost Plus customers, and three vacant buildings formerly in retail use. Together these three buildings contain a total of 27,493 gsf of vacant retail space. All of the buildings and existing parking spaces would be demolished and removed for new construction. The remainder of the project block is occupied by the 234-room Ramada Inn hotel.

The proposed project would contain a total of 284,759 gsf of space in hotel use including 374 rooms and associated lobby and office space (224,228 gsf), a restaurant, kitchen, cafe and lounge (9,450 gsf), five meeting rooms (7,312 gsf), two retail units (3,991 gsf) and 120 below-grade attendant style parking spaces (93 self-park spaces) (36,950 gsf). The building would contain 208,233 square feet of occupied floor area. There would be three off-street freight loading docks accessed from Northpoint Street. The project site would be excavated to a depth of 18 feet to construct foundations and to accommodate parking and mechanical uses below grade. The project would be built to a height of 40 feet and would have an FAR of 3.77:1 (see Figures 4-5, pages 7-8).

The retail space in the project would consist primarily of a 140-seat restaurant located near the corner of Northpoint and Taylor, a 120-seat cafe located near the corner of Bay and Taylor, retail units along the Bay and Taylor Street frontages and a 50-seat Traveler's Club on Bay Street. (The Traveler's Club is a bar/lounge exclusively for frequent patrons of Clarion Hotels.) The main pedestrian entrance to the project would be on Taylor Street, with additional pedestrian entrances at the corner of Bay and Taylor and at the corner of Northpoint and Taylor. All passenger loading and drop-off would be on-street. The sponsor intends to request permission from the City for designation of a passenger loading zone on Taylor Street in front of the entrance to the hotel lobby. Permission would also be requested for a taxi stand to be located on Taylor Street, about 30 feet south of Northpoint and a tour bus loading zone to be located on Northpoint Street, about 10 feet west of Taylor. Access to and from the below-grade valet-style parking garage would be on Northpoint Street, at the western corner of the project site.

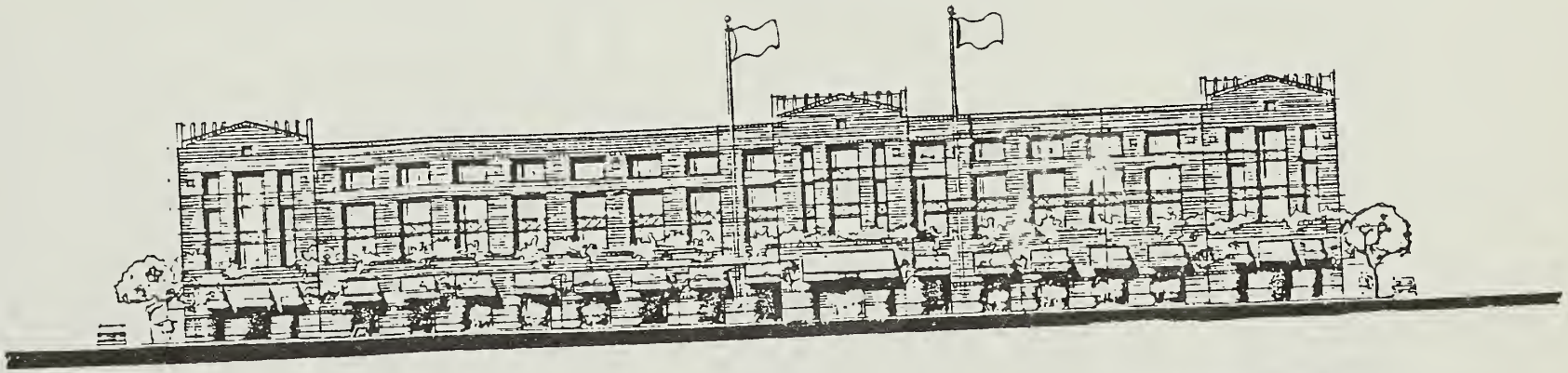
Construction of the proposed project would take approximately 18 months; project cost is estimated to be $15,000,000. The project sponsor is Associated Inns and Restaurants Company of America (AIRCOA) and the project architects are Frizzell Hill Moorhouse Architects Inc. of San Francisco.

ELEVATIONS
CLARION HOTEL

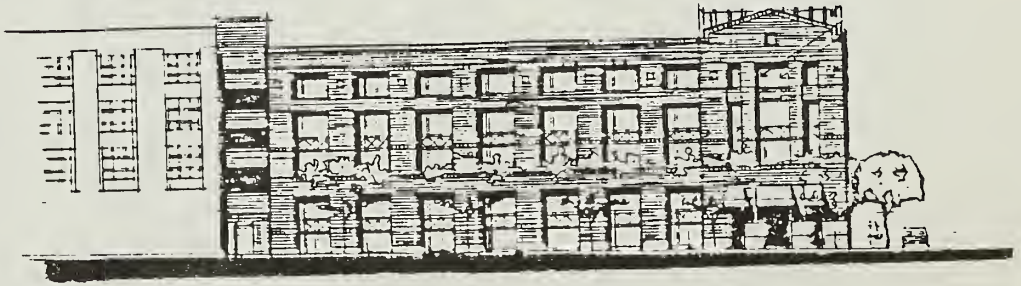
FIGURE 4

SOURCE FRIZZELL HILL MOORHOUSE

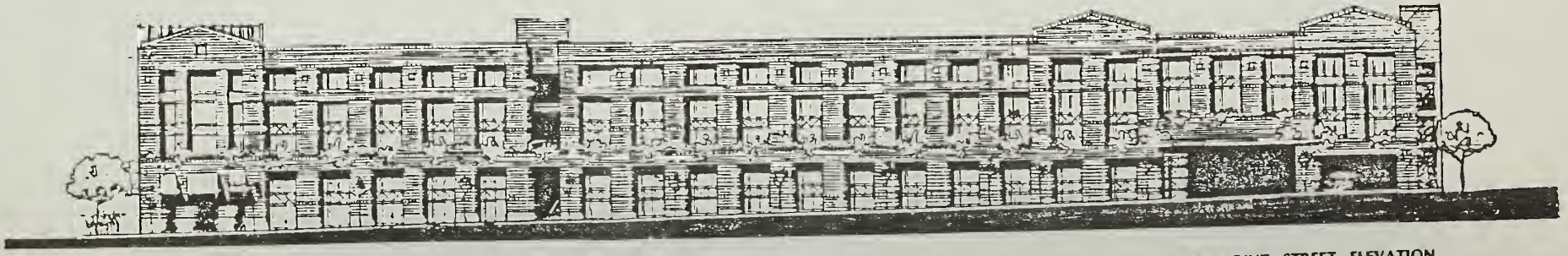
NO SCALE



TAYLOR STREET ELEVATION



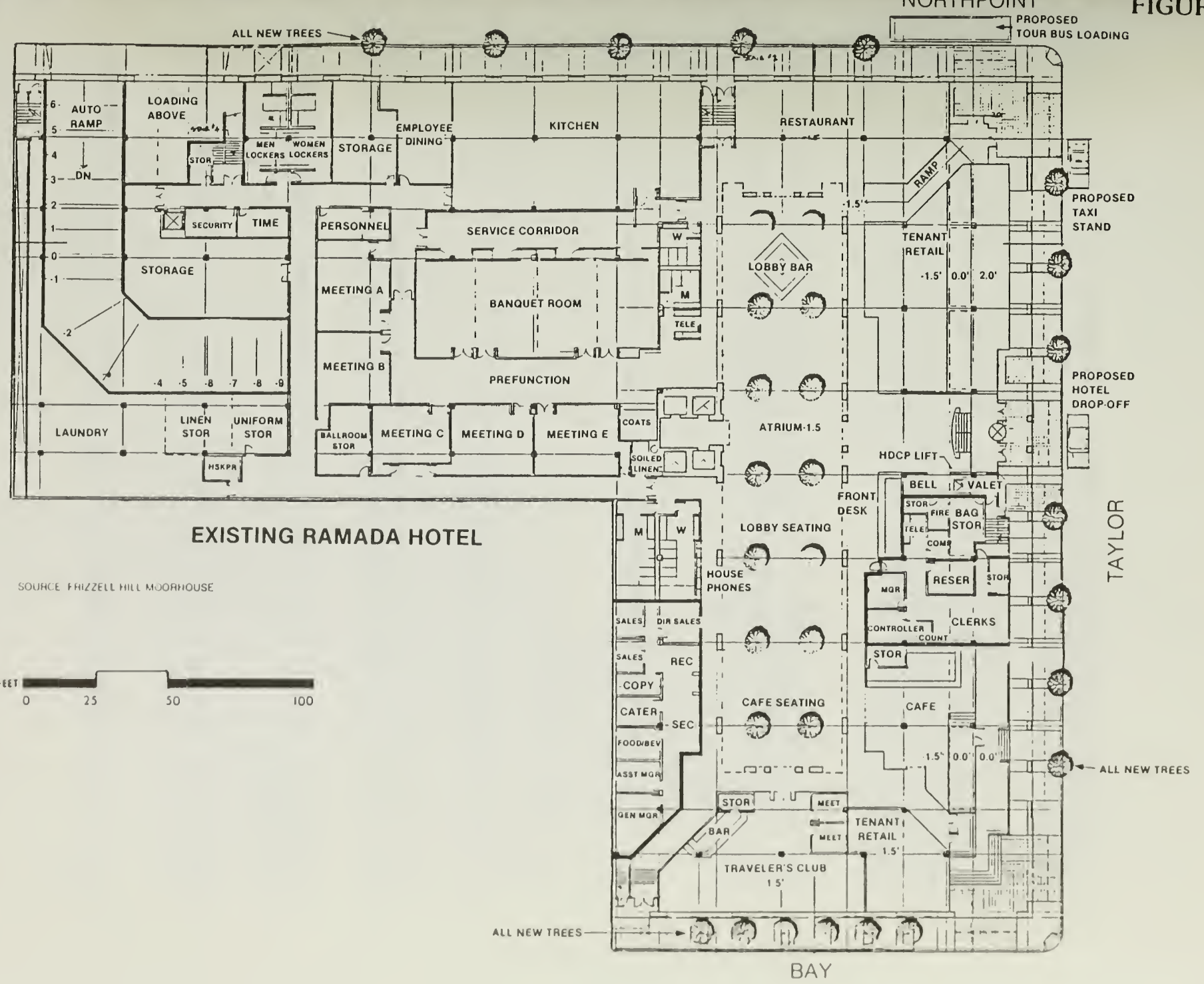
BAY STREET ELEVATION



NORTHPOINT STREET ELEVATION

STREET & LOBBY FLOOR PLAN, CLARION HOTEL

FIGURE 5



II. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

A. EFFECTS FOUND TO BE POTENTIALLY SIGNIFICANT

The Super 8 Hotel and Clarion Hotel projects are examined in this Initial Study to identify potential effects on the environment. Some of the effects that would be generated by the proposed projects, either on a project-specific basis or cumulatively, have been determined to be potentially significant and will be analyzed in an Environmental Impact Report. They include:

- o Land Use and Zoning;
- o Relationship of the Proposed Buildings to the Master Plan;
- o Views;
- o Urban Design;
- o Transportation;
- o Traffic-Generated Air Quality;
- o Construction Noise;
- o Archaeology; and
- o Historical Resources.

B. EFFECTS FOUND NOT TO BE SIGNIFICANT

The following environmental effects would either be insignificant or mitigated to insignificant levels by measures incorporated into the project design. These require no further environmental analysis and will not be addressed in the EIR.

Visual Quality. The proposed projects would not generate any light or glare impacts on other properties.

Population. The proposed projects would not displace large numbers of employees or any residents, and would not create a significant demand for housing.

Wind. The proposed projects would not generate significant wind impacts at pedestrian levels.

Shadows. The proposed projects would not generate significant shadow impacts on streets and sidewalks around the site. In particular, neither project would cast new shadows on the Powell Street Cable Car Turnaround.

Operational Noise. The proposed projects would not be affected by ambient noise levels due to the inclusion of noise insulation features in the projects' designs. The projects' operation, including traffic generated by the projects, would not significantly increase the ambient noise levels in the projects' vicinity.

Construction-Generated Air Quality. Construction activities may cause a temporary violation of ambient air quality standards; a measure to reduce emissions generated during construction activities to an insignificant level is included in each of the proposed projects (see page 41).

Odors. Construction of the proposed projects would not create objectionable odors or involve burning of any materials.

Utilities/Public Services. Increased demand for public services and utilities attributable to the proposed projects would not require additional personnel or equipment and would be too small to make a noticeable contribution to cumulative service demands.

Biology. The proposed projects would not affect any rare or endangered species or habitats and would not interfere with any resident or migratory species.

Geology/Topography. Geotechnical reports for each project would be prepared by a California-licensed soils engineer. Each building's construction would conform to the recommendations of the report for that project. Measures to mitigate potential impacts associated with excavation and dewatering are included in each proposed project (see page 40).

Water. The proposed projects would not affect water quality or other water resources.

Energy. The proposed projects would be constructed to conform with the energy requirements of Title 24. They would not encourage activities that would result in the wasteful use of energy or have a substantial effect on a natural resource.

Hazards. The proposed projects would not be affected by hazardous uses or health hazards in the area, nor would the proposed projects create potential health hazards. Evacuation and emergency response plans would be developed by the project sponsors as part of each proposed project. A mitigation measure has been included to test for possible soil toxicity on the project sites.

III. ENVIRONMENTAL SETTING

A. COMPATIBILITY WITH EXISTING ZONING AND PLANS

		Not Applicable	Discussed
1.	Discuss any variances, special authorizations, or changes proposed to the City Planning Code or Zoning Map, if applicable.	____	X
*2.	Discuss any conflicts with the Comprehensive Plan of the City and County of San Francisco, if applicable.	____	X
*3.	Discuss any conflicts with any other adopted environmental plans and goals of the City or Region, if applicable.	____	X

1. Zoning

The proposed projects are located in the C-2 (Community Business) District. The sites are also in the Northern Waterfront Special Use District No. 2. This Special Use District was created by the City several years ago to protect the unique maritime character of the area and to promote operations related to water-borne commerce or navigation as the principal uses in the area (Section 240 of the City Planning Code). The City Planning Code provisions for this district supersede those of the more general C-2 District. Although hotels are a principal permitted use in the C-2 District, they are permitted only as a Conditional Use within the Northern Waterfront Special Use District No. 2. The

* Derived from State EIR Guidelines, Appendix G, normally significant effect

floor area ratio (FAR) for the C-2 District is 3.6:1. However, the Northern Waterfront Special Use District No. 2 permits a higher maximum FAR of 5.0:1. The project sites are also located in a 40-X Height and Bulk District, where the allowable building height is 40 feet and there are no bulk requirements unless the average slope is greater than five percent. The average slope is less than five percent for both project sites. For hotel uses, Section 151 of the City Planning Code requires that one parking space be provided for each 16 guest rooms. Within the Northern Waterfront Special Use District No. 2, any parking provided in excess of the required amount under Section 151 requires Conditional Use authorization (Section 240.2(d)).

Super 8 Hotel

The proposed Super 8 Hotel would require Conditional Use authorization by the City Planning Commission for construction of a hotel use within the Northern Waterfront Special Use District No. 2 (Section 240.2(b) of the City Planning Code). The project would qualify for 3,906 square feet in floor area corner premiums (Section 125) and would have an FAR of 3.73:1, less than the maximum allowable of 5.0:1. The project would rise to 40 feet above the street (50 feet at the top of a mechanical roof penthouse) and would comply with all of the requirements of the 40-X Height and Bulk District. For this project, the City Planning Code would require provision of 12 parking spaces. The proposed project would provide 40 parking spaces and thus would require Conditional Use authorization for the 28 spaces in excess of the required amount (Section 240.2(d)). Under Section 152 of the City Planning Code, one freight loading space would be required for this project. One off-street freight loading space, which meets the minimum required dimensions under Section 154 is provided.

Clarion Hotel

The proposed Clarion Hotel would require Conditional Use authorization by the City Planning Commission for construction of a hotel use within the Northern Waterfront Special Use District No. 2 (Section 240.2(b) of the City Planning Code). The project would qualify for 3,906 square feet in floor area corner premiums (Section 125) and would have an FAR of 3.77:1, less than the maximum allowable of 5.0:1. The project would rise to 40 feet above the street (50 feet at the top of a mechanical roof penthouse) and would

comply with all of the requirements of the 40-X Height and Bulk District. For this project, the City Planning Code would require provision of 116 parking spaces. The proposed project would provide 120 parking spaces. Under Section 152 of the City Planning Code, two freight loading spaces would be required for this project. Three freight loading spaces, which meet the minimum required dimensions under Section 154, are provided.

2. Relationship to the Master Plan

The relationship of the proposed projects to the policies of the Master Plan, including the Northern Waterfront Plan, and to provisions of the City Planning Code, will be discussed in the EIR. The projects would not conflict with other adopted environmental plans and goals.

B. ENVIRONMENTAL EFFECTS

	Yes	No	Discussed
1. Land Use. Could the projects:			
*a. Disrupt or divide the physical arrangement of an established community?	___	X	X
b. Have any substantial impact upon the existing character of the vicinity?	___	X	X

The proposed project sites are located in San Francisco in the Northern Waterfront District near Fisherman's Wharf. The Fisherman's Wharf area is generally considered to be bounded by Hyde Street, Bay Street, Stockton Street and the Bay. This area has been dominated in the recent past by a combination of maritime-oriented commercial uses such as fish processing and other uses serving the San Francisco commercial fishing fleet, primarily on Piers 41 through 45 and the Hyde Street pier, and tourist-serving uses, including hotels, specialty retail complexes and entertainment establishments. To the east of the project sites, in the Base of Telegraph Hill sub-area of the Northern

* Derived from State EIR Guidelines, Appendix G, normally significant effect

Waterfront, there has been development of higher-intensity office and residential uses compared to previous development in recent years.

Uses within two to three blocks of the project sites consist mainly of two-and four-story retail/service, hotel and residential buildings and parking lots and garages. The Northpoint Center, containing a supermarket, small retail shops, offices, and two levels of parking, is located on the block bounded by Bay, Northpoint, Mason and Powell Streets. The 229-unit Northbeach Place Housing Project is located in the blocks bounded by Mason, Bay, Columbus and Francisco.

Hotels located in the project area include the 525-room Sheraton Hotel at the northeast corner of Mason and Northpoint, the 24-room Travelodge at the northeast corner of Beach and Mason, the 51-room Wharf Motel across Mason from the Travelodge, the 580-room Holiday Inn at the northeast corner of Northpoint and Columbus, the 258-room Marriott Hotel at the northeast corner of Bay and Columbus, the 231-room Ramada Inn on Jones between Bay and Northpoint, the 128-room Howard Johnson's on Beach between Leavenworth and Jones and the 250-room Travelodge at the Wharf on Beach between Powell and Mason. In total, 2,047 hotel rooms are in the Fisherman's Wharf area.

Super 8 Hotel

The project site is located at the southwest corner of Mason and Northpoint Streets. The two-story warehouse currently on the site has been vacant for approximately three years, but was formerly used by Del Monte to store canned goods. Other uses on the project block include Ginsburg Pub, a restaurant at the corner of Mason and Bay Streets; a wholesale seafood company on Bay Street; and a Union 76 service station at the corner of Bay and Taylor. The remainder of the block is occupied by Cost Plus, a retail outlet for imported goods.

Clarion Hotel

The project site is located on Taylor Street, between Bay and Northpoint Streets. The site is currently occupied by a Shell Oil service station, three recently vacated retail stores, and a 75-space public parking lot. The three retail store facilities were occupied by a Cost Plus Furniture Store (vacated in August, 1985), a Cost Plus Coffee Store (vacated in August, 1985) and Hermann's Baby News (vacated in May, 1986). The

remainder of the project block is occupied by the Ramada Inn hotel which was constructed in 1975.

The existing character of the vicinity of the projects would experience a change and this issue will be discussed in the EIR. The proposed projects would represent a change in the intensity and type of uses on the project sites. They would be similar in use and intensity to other recent hotel and retail projects in the area and would represent continued commercial activity on the project sites and in the area. The projects would not disrupt or divide the physical arrangement of the existing community.

2. Visual Quality. Could the projects:	Yes	No	Discussed
*a. Have a substantial, demonstrable negative aesthetic effect?	___	X	X
b. Substantially degrade or obstruct any scenic view or vista now observed from public areas?	___	X	X
c. Generate obtrusive light or glare substantially impacting other properties?	___	X	X

The proposed projects would be similar in height to other recent projects in the project vicinity but higher than the existing buildings on the project sites. The Clarion Hotel project would result in a loss of open area on the portions of the site which are currently undeveloped. The proposed projects would contribute to the continuation of a 40-foot facade height along Northpoint and Bay Streets. The bulk of each of the proposed buildings would be similar to that of other recent hotel projects in the project vicinity, but would be smaller than other recent retail and office structures to the east. These issues will be discussed further in the EIR.

* Derived from State EIR Guidelines, Appendix G, normally significant effect

The proposed projects would not block any major views of the Bay or other points of interest from public open space areas. Views of Telegraph Hill and Coit Tower across the existing surface parking lot, from both sides of Northpoint Street west of Taylor Street, would be blocked by construction of the Clarion Hotel. The EIR will discuss the proposed projects' potential for blockage of views of major scenic areas.

Since the proposed projects would not be higher than some of the existing development in the project area, they would not become a visible part of the City skyline. The proposed projects would not include any reflective glass and would not cause any glare impacts on nearby pedestrians or autos. The EIR will not discuss intrusion into the existing skyline or glare impacts of the proposed projects.

The EIR will discuss the proposed projects' relationship to the urban design policies of the Northern Waterfront and Urban Design Elements of the Master Plan.

	Yes	No	Discussed
3. Population. Could the projects:			
*a. Induce substantial growth or concentration of population?	___	X	X
*b. Displace a large number of people (involving either housing or employment)?	___	X	X
c. Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	___	X	X

Super 8 Hotel

The proposed project would not displace any employees since the existing building has been vacant for approximately three years. It is estimated that the proposed project would generate employment for approximately 144 hotel workers (.74 workers per hotel room),[1] primarily in housekeeping, maintenance, room services and food and beverage services. The maximum potential transient guest population of the hotel at any one time would be approximately 312 persons.[2]

* Derived from State EIR Guidelines, Appendix G, normally significant effect

Clarion Hotel

There are approximately 5 persons currently employed on the project site; all are employed by the Shell Oil gas station. Employees formerly with the Cost Plus store have been relocated within the new Cost Plus building across Taylor Street from the project site. Hermann's Baby News, which formerly had five employees, closed in May of 1986 when its lease expired. It is estimated that the proposed project would generate employment for approximately 277 hotel workers (.74 workers per hotel room). The maximum potential transient guest population of the hotel at any one time would be approximately 673 persons.[3]

Together, the proposed hotels would add 568 new hotel rooms, about 420 hotel workers, and a maximum of 985 transient guests to the Fisherman's wharf area. This would represent a 28% increase over the current hotel stock of 2,047 rooms, approximately 1,515 hotel workers and a maximum of 3,685 transient guests.

Based on employment data from other hotels in San Francisco, about 95% of the hotels' employees would be service, housekeeping, maintenance and clerical workers, and the majority would come from low- and moderate-income households. Approximate projections of employment by category are as follows: about 45% would be in food and beverage services; about 32% would be in housekeeping, laundry and room services; about 13% would be in sales, administration and administrative support; and the remaining 15% would be in maintenance, security and other services.[4] Many of these permanent jobs, particularly in maintenance, food service and housekeeping, would require little or no previous training and would provide entry-level employment for low- and moderate-income persons. Projected wages and salaries paid hotel workers are based on union wage scales, which range from about $6.50 per hour (excluding tips) for hotel maids to about $40,000 annually for management executives (1983 dollars).[5]

Because many hotel jobs provide employment for semi- and unskilled workers with low to moderate incomes, including minorities, most of the new jobs would be expected to be held by current San Francisco residents who are either unemployed or underemployed. The projects would thus not be expected to generate new housing demand.

These issues will not be discussed further in the EIR.

[1]City and County of San Francisco, Department of City Planning, Guidelines for Environmental Review: Transportation Impacts, published November 1983, p. 18.

[2]Robert Rossi, Project Manager, Super 8 Lodges V Limited, telephone conversation, July 29, 1986.

[3]Mr. Peter Mason, Frizzel, Hall, Moorehouse Architects, telephone conversation, June 19, 1985.

[4]Based on median staffing levels from Laventhol and Horwath, 1982, U.S. Lodging Industry 1981.

[5]Gary Guthman, Organizer, Hotel and Restaurant Employees and Bartenders Union No. 2 (AFL-CIO), telephone conversation, March 4, 1983; all Class A hotels in San Francisco have union-organized employees.

	Yes	No	Discussed
4. Transportation/Circulation. Could the projects:			
*a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	___	X	X
b. Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?	___	X	X
c. Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?	___	X	X
d. Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?	___	X	X

Traffic generated by the individual projects would not represent a significant increase in traffic for the area. Such traffic, however, in combination with additional traffic generated by the proposed 500-room hotel on Pier 45 and by cumulative development in the area, could contribute to increased traffic congestion, transit and parking demand.

*Derived from State EIR Guidelines, Appendix G, normally significant effect

The traffic entering and exiting the proposed projects' parking garages would affect the traffic on Northpoint Street which has been designated as a "Primary Vehicular Street" and a "Transit Preferential Street" in the Transportation Element of the San Francisco Master Plan. The EIR will discuss traffic increases and movements as they relate to the operation of the street network in the project vicinity. There is currently a Muni bus stop for the 15-Third line located on the southwest corner of Taylor and Northpoint where the proposed taxi stand of the proposed Clarion Hotel would be located. Impacts on transit operations on Northpoint, Mason, Taylor and Bay Streets, and on other streets in the project area, will also be discussed in the EIR.

The generation of parking demand and the relationship to each projects' supply, to area-wide parking occupancy and rates will be discussed in the EIR.

Impacts of construction traffic will be discussed in the EIR.

	Yes	No	Discussed
5. Noise. Could the projects:			
*a. Increase substantially the ambient noise levels for adjoining areas?	___	X	X
b. Violate Title 25 Noise Insulation Standards if applicable?	___	X	X
c. Be substantially impacted by existing noise levels?	___	X	X

Project Operation

The noise environment of both sites, like downtown San Francisco, is dominated by vehicular traffic noise. Measurements taken in a site-specific noise assessment in June of 1986 indicate a day-night average noise level (Ldn) of 75 dBA on Bay Street at the location of the proposed Clarion Hotel. A second measurement taken on Mason Street between Bay Street and Northpoint Street (representing the frontage of the proposed

* Derived from State EIR Guidelines, Appendix G, normally significant effect

Super 8 Hotel) indicated an Ldn of 70 dBA. Measurements taken along Northpoint Street near the proposed sites indicate an Ldn of 65 dBA.[1]

The Environmental Protection Element of the Master Plan contains guidelines for determining the compatibility of various land uses with different noise environments. For hotel uses, the guidelines recommend no special noise control measures in an exterior noise environment up to an Ldn of 60 dBA. For noise levels above 60 dBA, the guidelines recommend an analysis of noise reduction requirements and inclusion of noise insulation features in the building design. Because the noise levels outside of each hotel would exceed an Ldn of 60 dBA, a noise report as required by Title 24 would be required for the proposed projects. The proposed structures would not include housing, so Title 25 Noise Standards would not be applicable.

The projects' operation would not result in perceptibly greater noise levels than those existing in the area. The amount of traffic generated by the projects during any hour of the day, and cumulative traffic increases at the time of projects' completion, would cause traffic noise levels to increase by one dBA or less.[2] To produce a noticeable increase in environmental noise, a doubling of existing traffic volume would be required; traffic increases of this magnitude would not occur with anticipated cumulative development including the projects.[3]

The projects would be required to comply with the San Francisco Noise Ordinance, San Francisco Police Code Section 2909, "Fixed Source Noise Levels," which regulates mechanical equipment noise. The project sites and surrounding area are within a C-2 District. In this district, the ordinance limits equipment noise levels at the property line to 70 dBA between the hours of 7 a.m. and 10 p.m. and 60 dBA between the hours of 10 p.m. and 7 a.m. During lulls in traffic, mechanical equipment generating 70 dBA could dominate the noise environment at the site. The project engineer and architect would include design features in the building to limit mechanical equipment noise levels to 60 dBA. As equipment would be limited to 60 dBA to meet the nighttime limit, it would not be perceptible above the ambient noise levels in the project area. Discussion of operational and transportation-related noise will not be included in the EIR.

Construction of the proposed projects would take place over about 12 to 18 months, and would increase noise levels in surrounding areas. Construction noise levels would fluctuate depending on construction phase, equipment type and duration of use, distance between noise source and listener, and presence or absence of barriers between noise source and listener.

The major noise source during construction would be pile driving. The Department of Public Works allows pile driving operations under certain conditions, which may include specifying relatively quiet equipment, predrilling pile holes, and/or specifying hours of operation to reduce the number of people exposed to noise effects. Impacts of construction noise and proposed mitigation measures will be discussed in the EIR.

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[1]Charles M. Salter Associates, Inc., "Environmental Noise Assessment: Clarion Hotel/Super 8 Hotel," San Francisco, CA, June 25, 1986, pp. 1-3. On file at the Department of City Planning, 450 McAllister Street, San Francisco.

dBA is a measure of sound in units of decibels (dB). The "A" denotes the A-weighted scale, which simulates the response of the human ear to various sound frequencies.

Ldn, the day-night average noise level, is a noise measurement based on human reaction to cumulative noise exposure over a 24-hour period, taking into account the greater annoyance of nighttime noises; noise between 10 p.m. and 7 a.m. is weighted 10n dBA higher than daytime noise.

[2]Salter Assoc., p. 4.

[3]See Downtown Plan Environmental Impact Report, certified October 18, 1984 EE81.3 Continuous Section IV.E. generally and Section IV.H., pp. IV.J.8-18. Increases of 1 dBA or less in environmental noise are not noticeable by most people outside a laboratory situation (National Academy of Sciences, Highway Research Board, Research Report No. 117 (1971)). (See also FHWA Highway Traffic Noise Prediction Model underlines, Report #FHWA-RD-77-108, December 1978, p.8, regarding doubling of traffic volumes producing increases of 3 dBA or more, which are noticed by most people.)

6. Air Quality/Climate. Could the projects:	Yes	No	Discussed
*a. Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	X	___	X
*b. Expose sensitive receptors to substantial pollutant concentrations?	___	X	X
c. Permeate its vicinity with objectionable odors?	___	X	___
d. Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	___	X	X

Two types of air quality impacts could be expected from the proposed buildings: long term impacts related to their use and operation, and short term impacts from construction activity. Project-related and cumulative traffic can be expected to contribute to existing air pollution near the project sites and will be discussed in the EIR.

Construction activities would temporarily affect local air quality. Demolition and construction activities would not involve burning of any materials and would not create objectionable odor. Demolition, grading and construction activities would affect local air quality, however, by increasing total suspended particulates (TSP). The nearest sensitive receptor that could be affected by construction air quality effects would be the 229-unit Northbeach Place Housing Project, across Bay Street from the Clarion Hotel site. Both project sponsors have agreed to mitigation measures to reduce dustfall and particulates (page 41). These measures would prevent exposure of the sensitive receptor to substantial pollutant concentrations. There will be no further discussion of construction-related air quality impacts in the EIR.

The proposed projects would not have a substantially adverse shadowing effect on streets and sidewalks around the site or alter the climate in the project vicinity. In particular,

* Derived from State EIR Guidelines, Appendix G, normally significant effect

neither hotel would cast any new shadow on the Powell Street Cable Car Turnaround, across Bay Street from the site. (See Shadow Diagrams on file at the Department of City Planning, 450 McAllister Street, San Francisco.) The proposed projects would not increase wind accelerations in the project vicinity.[1] Sun-shadow and wind impacts will not be discussed in the EIR.

[1] Don Ballanti, meteorologist, letters to EIP Associates, July 31, 1986, on file at the Department of City Planning, 450 McAllister, San Francisco.

7. Utilities/Public Services. Could the projects:	Yes	No	Discussed
*a. Breach published national, state or local standards relating to solid waste or litter control?	___	X	___
*b. Extend a sewer trunk line with capacity to serve new development?	___	X	___
c. Substantially increase demand for schools, recreation or other public facilities?	___	X	X
d. Require major expansion of power, water, or communications facilities?	___	X	X

The proposed projects would contribute to the cumulative demand for community services city-wide. Cumulative impacts upon solid waste and waste water service providers have been analyzed in the Downtown Plan EIR and no significant impacts have been identified. The Downtown Plan EIR setting and impacts discussion for solid waste and waste water (Vol. 1, IV.F.1-2 & IV.F.8-10; Vol. 2, pp. A-7 & K.1-2; Vol. 3, pp. C&R F.1-4), is summarized below and incorporated by reference herein.

The City's (C-3 and non-C-3) solid waste is currently disposed of at the Altamont Hills landfill, pursuant to a five-year contract which expires November 1, 1988. The City is

* Derived from State EIR Guidelines, Appendix G, normally significant effect

currently searching for additional landfill capacity to accommodate the City's solid waste generated in the years after 1988.

A sewer system is being built pursuant to the City's Clean Water Program. The system is intended to handle combined volumes of sewage and rainwater runoff. Since the capacity of the system is designed to handle rainwater flows (which can be 50 times the volume of regular sewage) additional development citywide would not affect operation of the sewer system.

Providers of all utilities and services have been contacted and have indicated that existing capacities are adequate to serve the proposed project. Statements from utility and service providers are available for public review at the Department of City Planning, Office of Environmental Review, 450 McAllister Street, Sixth Floor. No further analysis is necessary in the EIR.

	Yes	No	Discussed
8. Biology. Could the projects:			
*a. Substantially affect a rare or endangered species of animal or plant, or the habitat of the species?	___	X	X
*b. Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	___	X	X
c. Require removal of substantial numbers of mature, scenic trees?	___	X	X

The project sites are covered by pavement and buildings. There are no rare or endangered species of plants or animals on the site. Street trees would be planted along the adjacent sidewalks of Bay Street, Taylor Street and Northpoint Street for the proposed Clarion Hotel and along Northpoint Street at the proposed Super 8 Hotel site. Existing trees along Mason Street at the proposed Super 8 Hotel site would be retained. Existing trees along Taylor Street at the proposed Clarion Hotel site would be removed during construction.

* Derived from State EIR Guidelines, Appendix G, normally significant effect

The proposed projects would not interfere with the movement of any resident or migratory birds. This issue will not be discussed in the EIR.

9. Geology/Topography. Could the projects:	Yes	No	Discussed
*a. Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?	___	X	X
b. Change substantially the topography or any unique geologic or physical features of the site?	___	X	X

The elevation of the project sites ranges from two to six feet, San Francisco City Datum (SFD).[1] Soils at the sites are composed of 20 to 25 feet of sandy fill (the top 15 feet may contain some debris), underlain by about 15 to 20 feet of loose to medium dense clayey sands which is underlain by about twenty to twenty-four feet of Bay Mud.[2,3] Test borings at the Super 8 Hotel site and the adjacent Cost Plus site indicate that groundwater levels are expected to be encountered at about -7.5 feet (SFD), about 10 feet below the street grade.[4] Groundwater levels at the Clarion site are expected to be the same.[5]

The closest active faults to San Francisco are the San Andreas Fault, about 9 miles southwest of Downtown, and the Hayward and Calaveras Faults, about 15 and 30 miles east of Downtown, respectively. During a major earthquake, the project area would experience groundshaking with a level of intensity ranging from Violent (Intensity Level B, fairly general collapse of brick and frame structures when not unusually strong, serious cracking of better buildings, lateral displacement of streets, bending of rails and ground fissuring) to Very Strong (Intensity Level C, masonry badly cracked with occasional collapse, frame buildings lurched when weak on underpinning with occasional collapse).[6] The sites are within an area of liquefaction or subsidence.[7] They are also within an area of potential tsunami or seiche flooding.[7,8]

Construction of the proposed below-grade parking on both sites would involve excavation below the water table, and dewatering would be necessary. Groundwater seeping into the

* Derived from State EIR Guidelines, Appendix G, normally significant effect

excavations would be removed by the use of well points or deep wells. Significant lowering of the groundwater level during construction could cause some settlement of adjacent streets and nearby basement floor slabs, and dry rot of wooden foundations in nearby buildings. Observation wells would be needed to monitor the draw-down of water levels and possible settlement of ground or structures nearby.[5,8] (See Mitigation Measures, page 41.)

Super 8 Hotel

Excavation for the Super 8 Hotel foundation and basement parking would be conducted to a depth of about 13 feet SFD. This would involve excavating approximately 10 to 13 feet deeper than the foundation of the existing vacant building. A pile foundation is proposed. Pit walls would be shored up to prevent lateral movement during excavation. Adjacent structures might need to be underpinned, should excavation go below the base of their foundations, to avoid such damage as cracking of walls or foundations or sagging of floors. It may be necessary to do a preconstruction survey of adjacent structures so that the condition of their walls can be monitored during pile driving. The building contractor must comply with the San Francisco Building Code and Excavation Standards of the California Occupational Safety and Health Agency.

Bay mud is low quality foundation supporting soil. To avoid building settlement and similar problems encountered when building on Bay mud, the Super 8 Hotel's foundations would include the use of approximately 140 precast concrete piles driven to dense sands below the Bay mud to support the structure. Assuming a full-shift operation, it is anticipated that pile driving would occur over a two- to three-week period.[9] Vibrations during pile driving could cause densification and settlement of loose sand. In critical locations predrilling to within several feet of the pile tip elevation may be necessary to decrease pile driving vibration effects. Construction noise and vibration effects will be discussed in the EIR.

The project sponsor would follow the recommendations of structural and foundation reports to be prepared for any excavation and construction on the site. The building must meet current seismic engineering standards of the San Francisco Building Code which

include earthquake-resistant design and materials. The Code is designed to allow for some structural damage to buildings but not collapse during a major earthquake, (see also Mitigation Measures, page 40, for the project's emergency response plan). The proposed project would replace a building on the site built prior to current seismic code standards, and therefore generally more susceptible to earthquake damage.

Clarion Hotel

Excavation for the Clarion Hotel foundation and basement parking would be conducted to a depth of about 18 feet SFD, which would be approximately 20 feet below the surface-level foundations of the existing buildings on the site. A pile foundation is proposed.

Pit walls would be shored up to prevent lateral movement. Because the foundation of the proposed Clarion Hotel would extend below the existing basement level of the adjacent Ramada Inn, a shoring or underpinning system may be required to maintain the excavation and to avoid such damage as cracking of walls or foundations or sagging of floors.[10] The building contractor must comply with the San Francisco Building Code and Excavation Standards of the California Occupational Safety and Health Agency.

Bay mud is low quality foundation supporting soil. To avoid building settlement and similar problems encountered when building on Bay mud, the Clarion Hotel's foundations would include the use of approximately 490 precast concrete piles driven to dense sands below the Bay mud to support the structure. Assuming full-shift operation, it is anticipated that pile driving would occur over a six to eight week period.[11] Vibrations during pile driving could cause densification and settlement of loose sand. In critical locations predrilling to within several feet of the pile tip elevation may be necessary to decrease pile driving vibration effects. The adjacent Ramada Inn is pile supported, and vibrations due to pile driving are not expected to adversely affect it.[12] Construction noise and vibration effects will be discussed in the EIR.

The project sponsor would follow the recommendations of structural and foundation reports to be prepared for any excavation and construction on the site. The building must meet current seismic engineering standards of the San Francisco Building Code which

include earthquake-resistant design and materials. The Code is designed to allow for some structural damage to buildings but not collapse during a major earthquake, (see also Mitigation Measures, page 41, for the project's emergency response plan). The proposed project would replace buildings on the site built prior to current seismic code standards, and therefore generally more susceptible to earthquake damage.

These issues will not be discussed further in the EIR.

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[1]San Francisco City Datum establishes the City's "0" point for surveying purposes at approximately 8.6 feet above mean sea level.

[2]J. Schlocker, Geology of San Francisco North Quadrangle, California, U.S. Geological Survey Professional Paper 782, U.S. Government Printing Office, Washington, D.C., 1974, plate 1 (scale 1:24,000), and Table 11 (pages 96-99). Mark Freitas and Carol Ries, Project Engineers, Woodward-Clyde Consultants, Consulting Engineers, Geologists and Environmental Scientists, letter to Associated Inns and Restaurants Company of America, March 10, 1986.

[3]Richard Rodgers, Chief Engineer, Lee and Praszker, Consulting Geotechnical Engineers and Geologists, letter to Mr. Bill Fellers, Fellers/Lindahl Architects regarding the Super 8 Hotel site, May 23, 1985; and Lee and Praszker, Consulting Geotechnical Engineers and Geologists, Foundation Investigation, Cost Plus Store, San Francisco, CA., January, 1983.

[4]Ibid.

[5]Mark Freitas and Carol Ries, Project Engineers, Woodward-Clyde Consultants, Consulting Engineers, Geologists and Environmental Scientists, letter to Associated Inns and Restaurants Company of America, March 10, 1986.

[6]URS/John A. Blume and Associates, San Francisco Seismic Safety Investigation, 1974. Groundshaking intensities that would result from a major earthquake were projected and classified on a five-point scale ranging from E (Weak) through A (Very Violent).

[7]Ibid., Liquifaction is the transformation of granular material, such as loose, wet sand, into a fluid-like state similar to quicksand. Subsidence is a lowering of the ground surface from settlement of fill or alluvium. This can occur from groundshaking, withdrawal of groundwater or other causes.

[8]EIP Associates, Consultant's Report on Geology/Topography and Water, Clarion Hotel, April 1985; and EIP Associates, Consultant's Report on Geology/Topography and Water,

Super 8 Hotel, April 1985. These documents are on file and available for public review at the Department of City Planning, 450 McAllister Street, San Francisco.

[9]Robert Rossi, Director of Development, Super 8 Motor Inns, letter to Mr. Brian Boxer, June 12, 1986; Les Davis, Putterman/Davis, Consulting Structural Engineers, letter to Mr. Robert Rossi, June 10, 1986.

[10]Woodward-Clyde Consultants letter.

[11]Ibid.

[12]Ibid.

	Yes	No	Discussed
10. Water. Could the projects:			
*a. Substantially degrade water quality, or contaminate a public water supply?	___	X	___
*b. Substantially degrade or deplete ground water resources, or interfere substantially with ground water recharge?	___	X	X
*c. Cause substantial flooding, erosion or siltation?	___	X	___

There is no permanent water body on the project sites. The depth to groundwater is about 10 feet below-grade (-7.5 feet SFD), but probably varies by about two feet due to seasonal fluctuations. The sites are covered by paved parking lots and existing buildings. Runoff would continue to drain into the combined City storm/sewer system. The project would not affect water quality or the public water supply. The project would not result in additional flooding, erosion or siltation.

Groundwater seepage into the projects' excavations is expected and would be removed by the use of well points or deep wells. Significant lowering of the groundwater level during construction could cause some settlement of adjacent streets and nearby basement floor slabs. (See Geology Section, page 25 and Mitigation Measures, page 41.)

*Derived from State EIR Guidelines, Appendix G, normally significant effect

These issues will not be discussed further in the EIR.

11. Energy/Natural Resources. Could the projects:	Yes	No	Discussed
*a. Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	___	X	X
b. Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	___	X	___

Super 8 Hotel

Annual energy consumption by the existing vacant building on the site is insignificant.

Removal of the existing vacant structure would require an unknown amount of energy. Fabrication and transportation of building materials, worker transportation, site development, and building construction would require about seven billion Btu of gasoline, diesel fuel, natural gas, and electricity.[1,2] Distributed over the estimated 50-year life of the project, this would be about 140 million Btu per year, or about 0.5% of annual building energy requirements.

Table 1, page 31, shows the estimated operational energy which would be used by the project. Project demand for electricity during PG&E's peak electrical load periods, July and August afternoons, would be about 600 kW, an estimated .0038% of PG&E's load of 16,000 MW.[3] Project demand for natural gas during PG&E's peak natural gas load periods, January mornings, would be 23 million Btu per day, or about .62% of PG&E's peak load of about 3.7 billion cubic feet per day.[4] Annual and peak daily electricity and natural gas consumption are shown in Figures 6 and 7, pages 32 and 33.

Clarion Hotel

Annual energy consumption by the only existing occupied structure on the site, the gas station, is approximately 74,800 kWh of electricity, equal to about 765 million Btu at the source. (The station does not use natural gas.)[5]

* Derived from State EIR Guidelines, Appendix G, normally significant effect

TABLE 1: ESTIMATED PROJECT ENERGY USE[1]
SUPER 8 HOTEL AND CLARION HOTEL

	SUPER 8 HOTEL (Occupied Sq.Ft. = 85,028)	CLARION HOTEL (Occupied Sq.Ft. = 208,234)	TOTAL
Daily Natural Gas Consumption			
Estimated natural gas consumption per sq. ft.	180 Btu[2]	180 Btu	180 Btu
Estimated peak daily natural gas consumption	230 Therms	550 Therms	780 Therms
Monthly Electric Consumption			
Estimated electrical consumption per sq. ft.	1.4 kWh (14,335 Btu)[3]	1.4kWh (14.335 Btu)	1.4 kWh (14,335 Btu)
Estimated total electrical consumption	.1 million kWh (1.02 billion Btu)	.3 million kWh (3.07 billion Btu)	.4 million kWh (4.09 billion Btu)
Annual Consumption			
Estimated total annual natural gas consumption	53,592 Therms	128,258 Therms	181,850 Therms
Estimated total annual electrical consumption	1.5 million kWh (15.3 billion Btu)	3.6 million kWh (37 billion Btu)	5.1 million kWh (52 billion Btu)
Connected kilowatt load	800 KW	2000 KW	2800 KW
Estimated total annual energy consumption	20 billion Btu (3,571 barrels of oil)	50 billion Btu (8,929 barrels of oil)	70 billion Btu (12,500 barrels of oil)

[1]Energy use includes space conditioning, service water heating and lighting in accordance with allowable limits under Title 24. Estimated electricity includes an additional 5 Kw/sq.ft. consumed by appliances such as typewriters, computers, coffeemakers, etc. than assumed by Title 24 estimates.

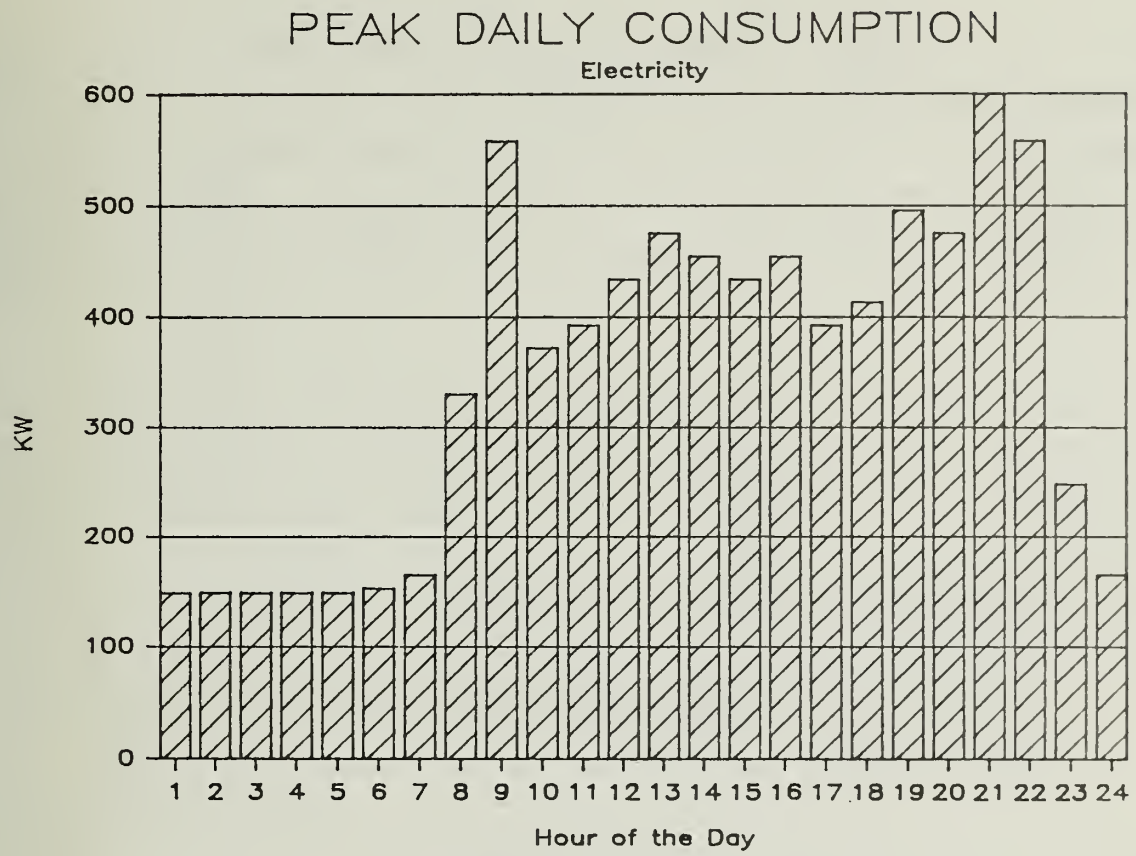
[2]Btu (British thermal unit): A standard unit for measuring heat. Technically, it is the quantity of heat required to raise the temperature of one pound of water one degreee Fahrenheit (251.97 calories) at sea level.

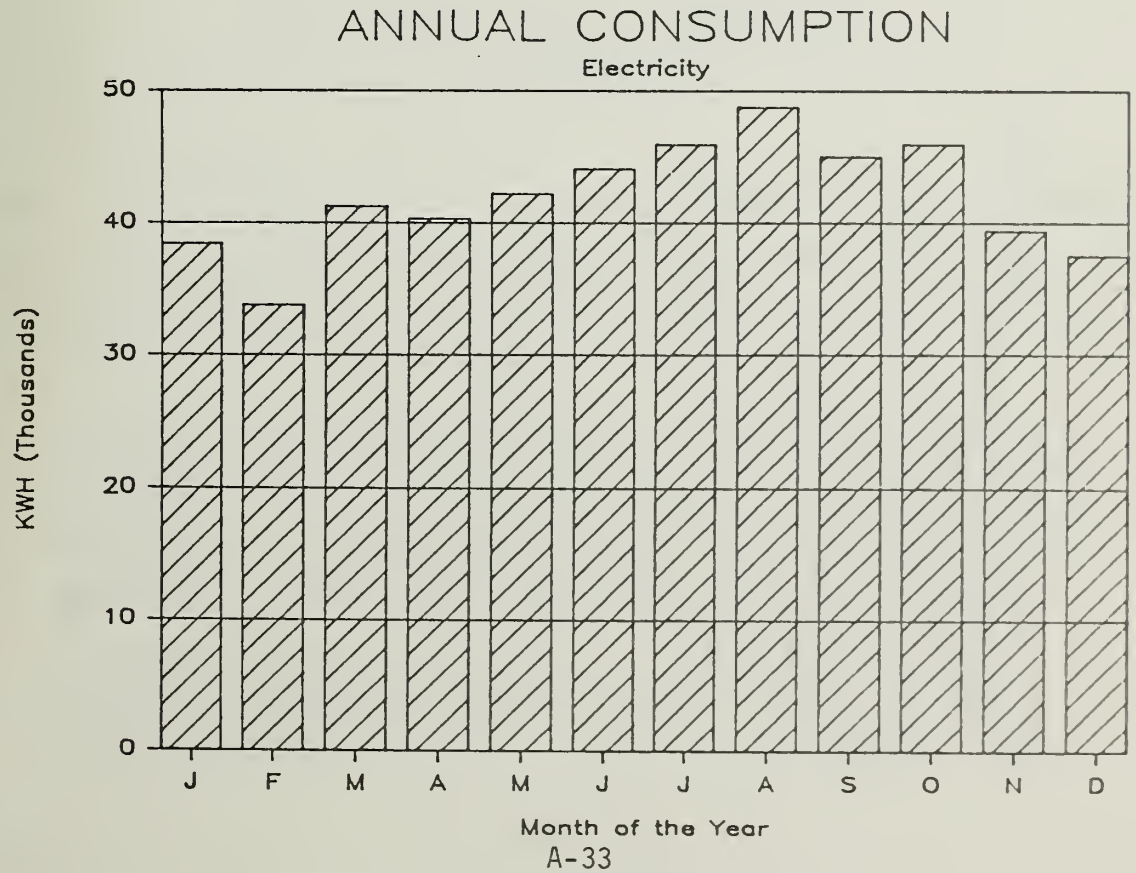
[3]Energy Conversion Factors:
one gallon gasoline = 125,000 Btu
one kilowatt (kW) = 10,239 Btu
one therm = 100,000 Btu
one barrel oil = 5,600,000 Btu

Source: EIP Associates

ELECTRICITY DISTRIBUTION CURVES
SUPER 8 HOTEL

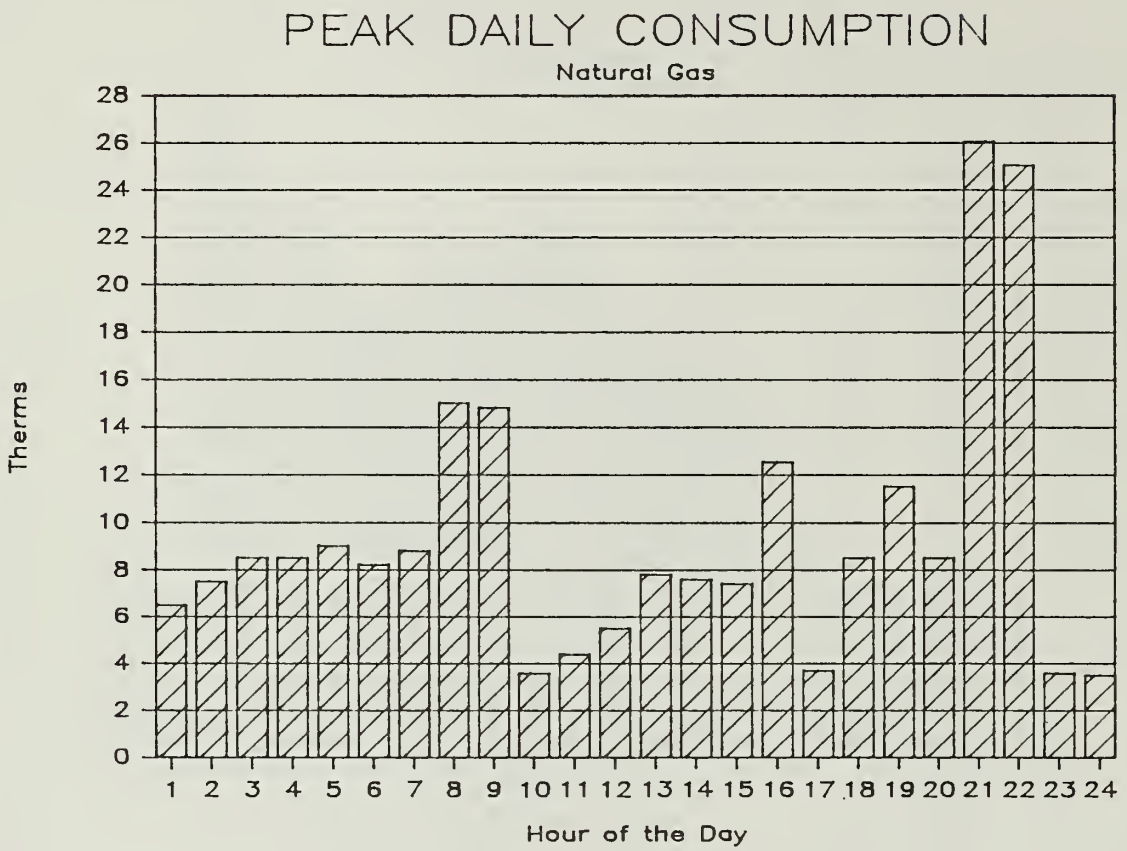
FIGURE 6

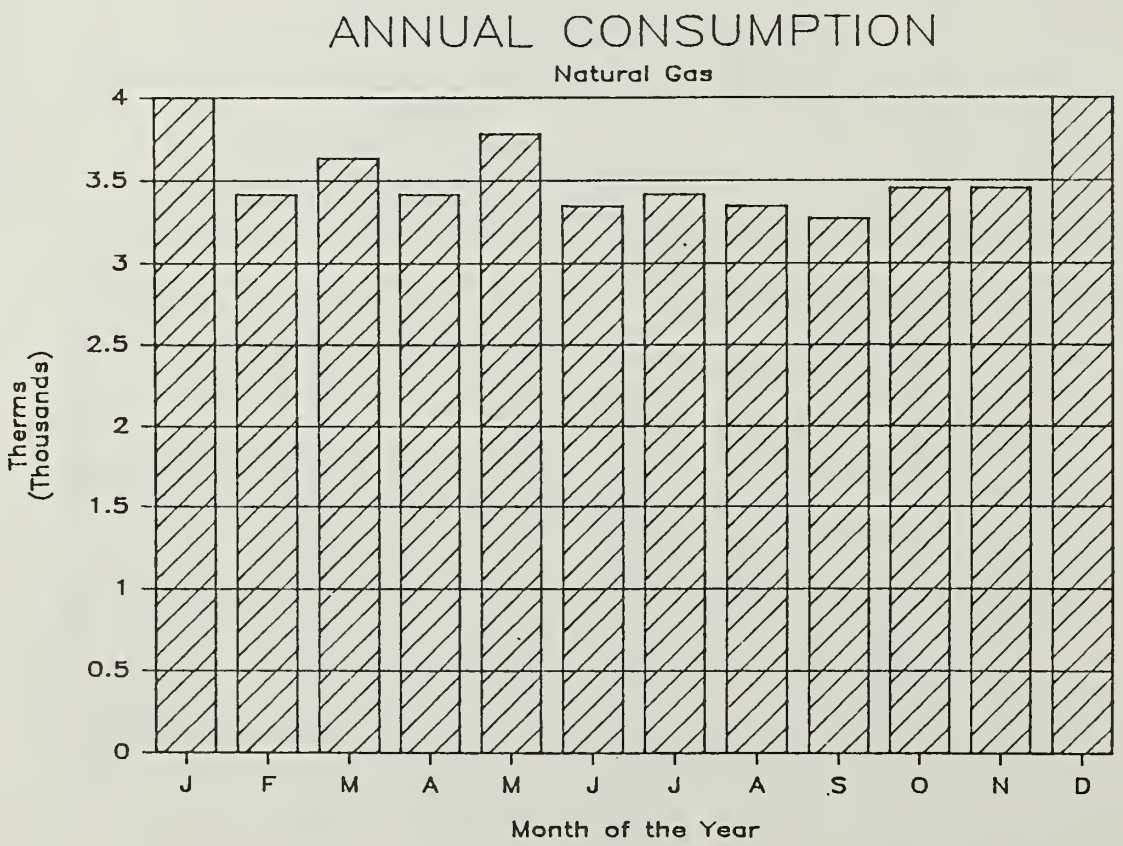




NATURAL GAS DISTRIBUTION CURVES
SUPER 8 HOTEL

FIGURE 7





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Removal of the existing structures would require an unknown amount of energy. Fabrication and transportation of building materials, worker transportation, site development, and building construction would require about 30 billion Btu of gasoline, diesel fuel, natural gas, and electricity.[1,2] Distributed over the estimated 50-year life of the project, this would be about 600 million Btu per year, or about 0.9% of annual building energy requirements.

Table 1, page 31, shows the estimated operational energy which would be used by the project. Project demand for electricity during PG&E's peak electrical load periods, July and August afternoons, would be about 1,500 kW, an estimated .009% of PG&E's load of 16,000 MW.[3] Project demand for natural gas during PG&E's peak natural gas load periods, January mornings, would be 55 million Btu per day, or about 1.49% of PG&E's peak load of about 3.7 billion cubic feet per day.[4] Annual and peak daily electricity and natural gas consumption are shown in Figures 8 and 9, pages 35 and 36.

Cumulative Energy Demand

San Francisco's electricity requirements would be about 5.0 billion kWh per year by 2000, about a 32% increase from 1984. Peak demand for the city would be about 1,000 MW, a 30% increase in 16 years. Demand in 2000 would exceed the local capacity of 792 MW provided by the Hunters Point and Potrero power plants. About 35 billion cu.ft. of natural gas would be consumed in the city annually by 2000.[6]

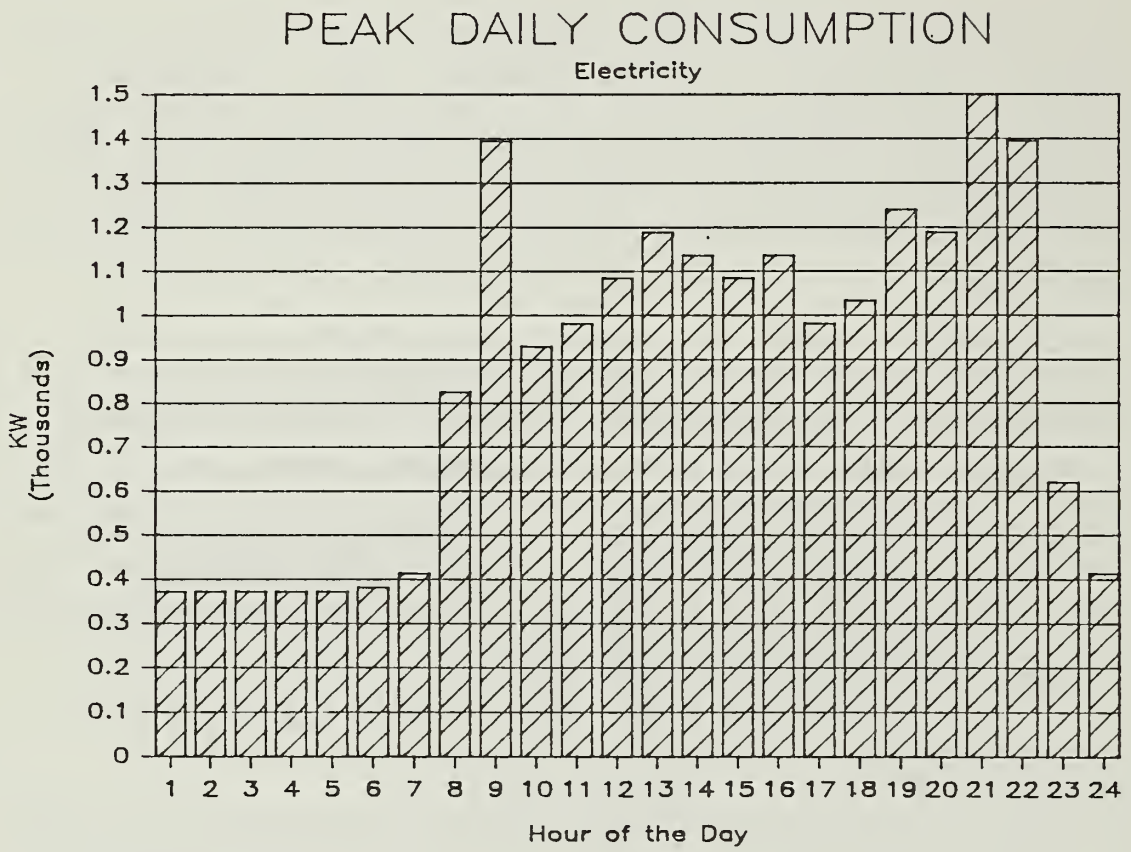
Increased San Francisco energy demands to the year 2000 would be met by PG&E from nuclear sources, oil and gas facilities, hydroelectric and geothermal facilities, and other sources such as cogeneration, wind and imports. PG&E plans to continue receiving most of its natural gas from Canada and Texas under long-term contracts.

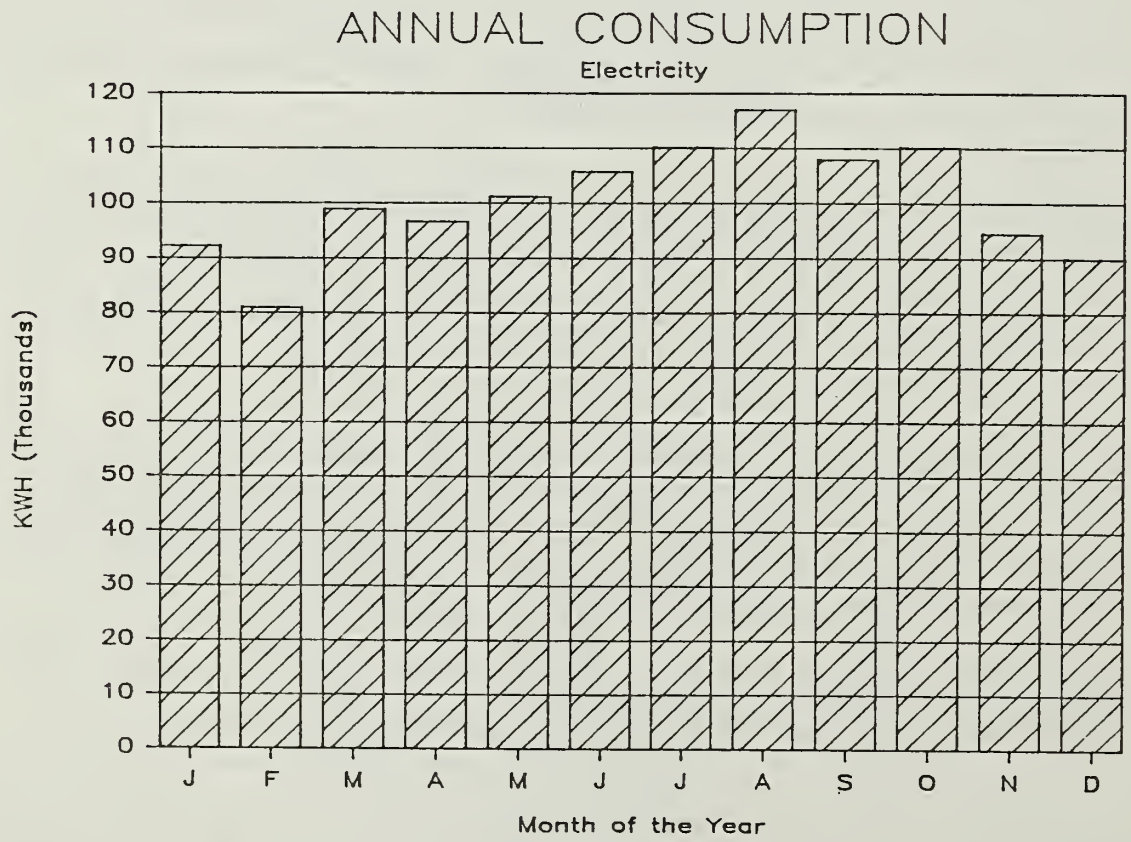
New buildings in San Francisco are required to conform to energy conservation standards specified by Title 24 of the California Administrative Code. Documentation showing compliance with these standards is submitted with the application for the building permit and is enforced by the Bureau of Building Inspection.

These issues will not be discussed further in the EIR.

ELECTRICITY DISTRIBUTION CURVES
CLARION HOTEL

FIGURE 8





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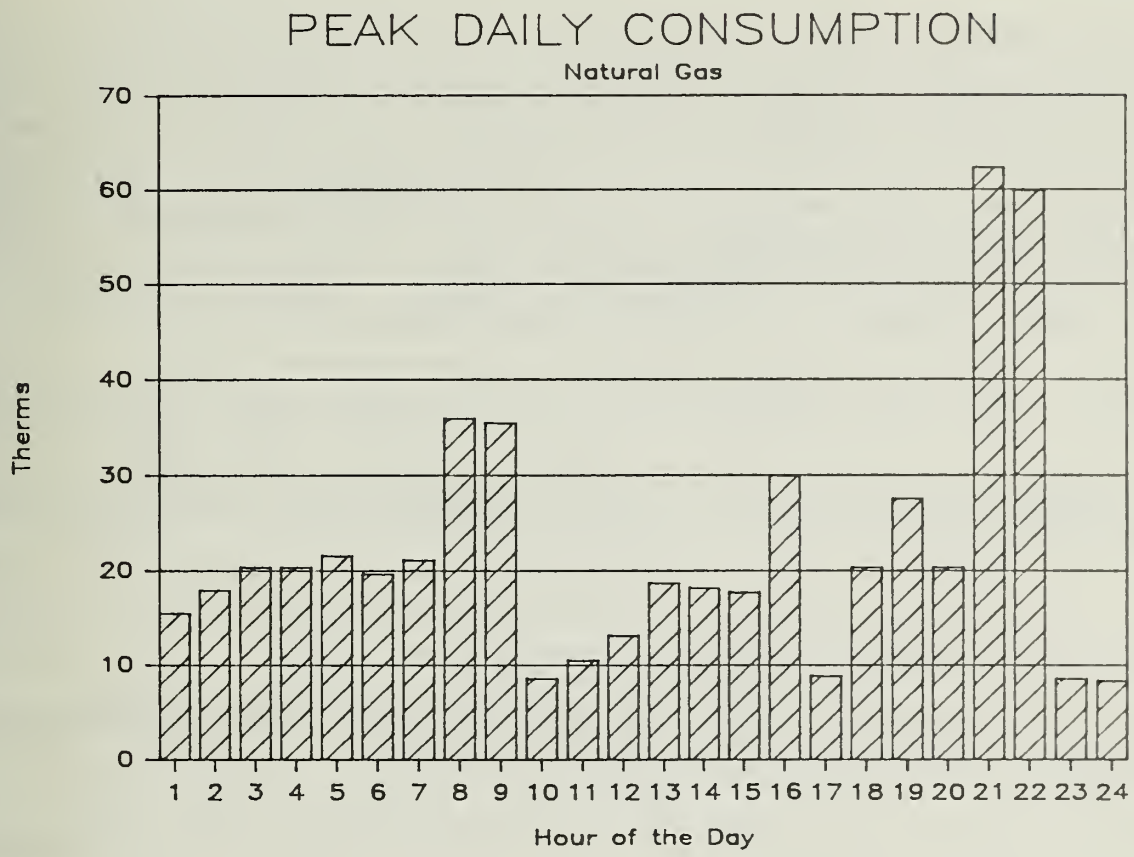
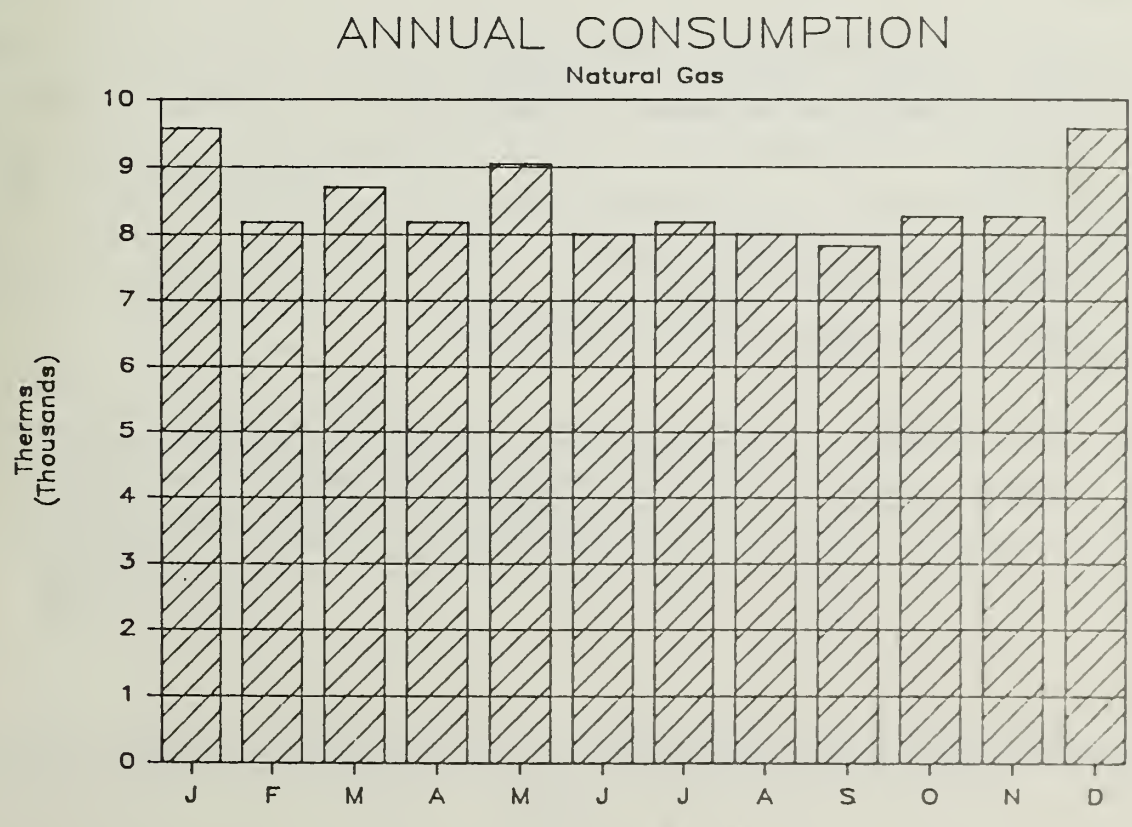
NATURAL GAS DISTRIBUTION CURVES
CLARION HOTEL

FIGURE 9





[1]The British thermal unit (Btu) is the quantity of heat required to raise the temperature of one pound of water one degree Fahrenheit at sea level. The term "at-source" means that adjustments have been made in the calculation of the thermal energy equivalent (Btu) for losses in energy that occur during generation, transmission, and distribution of the various energy forms as specified in: ERCDC, 1977 Energy Conservation Design Manual for New Non-Residential Buildings, Energy Conservation and Development Commission, Sacramento, California, and Apostolos, J.A., W.R. Shoemaker, and E.C. Shirley, 1978 Energy and Transportation System, California Department of Transportation, Sacramento, California, Project #20-7, Task 8.

[2]Hannon, B., et.al., 1978, "Energy and Labor in the Construction Sector," Science 202:837-847.

[3]San Francisco Department of City Planning, Downtown Plan Environmental Impact Report EE81.3, certified October 18, 1984, Vol.1, pp. IV.G.3-4.

[4]Ibid.

[5]Telephone conversation with Toscalito Enterprises, July 15, 1986.

[6]San Francisco Department of City Planning, Downtown Plan Environmental Impact Report EE81.3, Certified October 18, 1984, Vol.1, p. IV.G.12.

12. Hazards. Could the projects:	Yes	No	Discussed
*a. Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	___	X	X
*b. Interfere with emergency response plans or emergency evacuation plans?	___	X	X
c. Create a potentially substantial fire hazard?	___	X	X

Previous uses of the Super 8 Hotel site include a canned food warehouse, an automotive garage, a machine shop and a construction company. Previous uses of the Clarion Hotel site include a marble cutting factory, steel products company, offices, storage sheds,

*Derived from State EIR Guidelines, Appendix G, normally significant effect

retail uses and there is currently a service station on site. There is a possibility that some residual toxic chemicals may be in the sites' soil. The City has adopted an ordinance adding Article 20 of the Public Works Code and amending Section 302(b) of the Building Code (Ordinance 253-86, approved by the Mayor on June 27, 1986). The ordinance requires that applicants for certain building permits prepare a site history and analyze the site's soil for hazardous wastes. This requirement applies in areas of the City which have been created by landfill, areas which have been in industrial use, and any other locations where the Director of Public Works has reason to believe that soils may contain hazardous wastes. Where the analysis reveals the presence of hazardous wastes, the ordinance requires site mitigation pursuant to the standards, regulations and determinations of the State and Federal regulatory agencies. This mitigation would consist of the removal of hazardous substances and their disposal at an approved dumpsite, or other appropriate mitigation. Because the sites are on filled land, are in an area with a history of industrial uses and have been used for industrial activities, this requirement applies to the proposed projects. Soils analyses will be performed. Should any hazardous materials be discovered on the sites, mitigation must be carried out by the project sponsor before a building permit can be issued by the Bureau of Building Inspection.

Evacuation and emergency response plans would be developed as part of the proposed projects (see D., Mitigation Measures, page 41). The projects' emergency plan would be coordinated with the City's emergency planning activities. The projects would not create substantial fire hazards because they would incorporate more extensive fire protection measures than most buildings in the area to comply with more stringent code standards now in effect. These issues will not be discussed in the EIR.

	Yes	No	Discussed
13. Cultural. Could the projects:			
*a. Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community ethnic or social group; or a paleontological site except as a part of a scientific study?	X	___	X

*Derived from State EIR Guidelines, Appendix G, normally significant effect

		Yes	No	Discussed
*b.	Conflict with established recreational, educational, religious or scientific uses of the area?	___	X	___
c.	Conflict with preservation of any buildings of City landmark quality?	___	X	___

Excavation of the project sites would occur in an area that may contain items of historical or archaeological interest. A 1979 program of archaeological testing at the intersections of Northpoint and Mason Streets and Northpoint and Taylor Streets encountered cultural deposits to an approximate depth of seventeen feet below the present street level. Analysis of the recovered archaeological assemblages revealed that much of the cultural material recovered derived from San Francisco's nineteenth century Chinese community. Archival research suggests that similar deposits of cultural specimens are likely to exist within the confines of the proposed project sites.[1] This issue will be discussed further in the EIR.

The vacant two-story building currently on the site of the proposed Super 8 Hotel has not been rated by the City for architectural merit. Of the four buildings on the site of the proposed Clarion Hotel, only the Musto Building (formerly the Cost Plus Furniture Warehouse and Herman's Baby News) received a rating ("1") in the 1976 Department of City Planning Architectural Inventory. The Musto Building is one of the last few brick warehouses which are characteristic of the Fisherman's Wharf area. The building was constructed in 1907 and was the site of the Joseph Musto Sons-Keenan Co. marble works.[3]

There are only a few buildings in the immediate vicinity of the project sites which were rated in the 1976 Department of City Planning Architectural survey.[2] Within a one block radius of the project sites, the building with the highest rating ("4") is a modern three-story residential complex (North Beach Place) which runs along Bay Street between Mason and Taylor Streets and between Tayler and Jones Streets (Assessor's Blocks 42 and 43). A four-story commercial building located at 1111 Columbus Avenue (Assessor's Block 43) was rated "3" by the City. The other rated buildings within a one-block radius include two

* Derived from State EIR Guidelines, Appendix G, normally significant effect

apartment complexes on Bay Street rated "2", a house on Leavenworth rated "2", four buildings along Bay Street rated "1" and the Longshoreman's Hall on Northpoint which is rated "0". An alternative preserving the Musto Building will be discussed in the EIR. This issue will be discussed further in the EIR.

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[1] Allen G. Pastron, Ph.D., President, Archeo-Tec, Inc., "Cultural Resources Evaluation of the Clarion Hotel Project Site, San Francisco, California," and "Cultural Resources Evaluation of the Super 8 Motor Inn Project Site, San Francisco, California." Both reports are on file at the Office of Environmental Review, 450 McAllister, San Francisco.

[2] The San Francisco Department of City Planning conducted a citywide inventory of architecturally and historically significant buildings in 1976. In the inventory, approximately ten percent of the City's entire stock of buildings were awarded a rating for architectural merit ranging from a low of "0" to a high of "5." The total number of buildings which were rated from "3" to "5" represent less than two percent of the City's entire building stock.

[3] Junior League of San Francisco, Here Today, page 282.

C. OTHER

	Yes	No	Discussed
Require approval of permits from City Departments other than DCP or BBI, or from Regional, State or Federal Agencies?	___	X	___

D. MITIGATION MEASURES

	Yes	No	N/A	Discussed
1. If any significant effects have been identified, are there ways to mitigate them?	___	___	X	X
2. Are all mitigation measures identified above included in the project?	X	___	___	X

---

* Derived from State EIR Guidelines, Appendix G, normally significant effect

MITIGATION MEASURES INCLUDED AS PART OF THE PROJECT:

1. Evacuation and emergency response plans would be developed by the project sponsors or building management staffs, in consultation with the Mayor's Office of Emergency Services, to ensure coordination between the City's emergency planning activities and the projects' plans, and to provide for building occupants in the event of an emergency. The projects' plans would be reviewed by the Office of Emergency Services and implemented by building management insofar as feasible before issuance of final building permits by the Department of Public Works.

2. The project sponsor would require the general contractor to sprinkle demolition sites with water continually during demolition activity; sprinkle unpaved construction areas with water at least twice per day to reduce dust generation by about 50%; cover stockpiles of soil, sand, and other such material; cover trucks hauling debris, soil, sand, or other such material; and sweep streets surrounding demolition and construction sites at least once a day to reduce TSP emissions. The project sponsor would require the general contractor to maintain and operate construction equipment so as to minimize exhaust emissions of TSP and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs (to reduce emissions) for equipment that would be in frequent use for much of the construction period.

3. Detailed foundation and structural design studies would be conducted for the buildings by California-licensed structural engineers and geotechnical consultants. The project sponsors would follow the recommendations of these studies during the final design, excavation, and construction of the project.

4. If dewatering were necessary, any groundwater pumped from the sites would be retained in a holding tank to allow suspended particles to settle, if this is found necessary by the Industrial Waste Division of the Department of Public Works, to reduce the amount of sediment entering the storm drain/sewer lines. Should dewatering be necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the soils

report would contain a determination as to whether or not a lateral and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the Department of Public Works would require that a Special Inspector (as defined in Article 3 of the Building Code) be retained by the project sponsor to perform this monitoring. Groundwater observation wells would be installed to monitor the level of the water table and other instruments would be used to monitor potential settlement and subsidence. If, in the judgement of the Special Inspector, unacceptable subsidence were to occur during construction, groundwater recharge would be used to halt the settlement. The project sponsor would delay construction if necessary. Costs for the survey and any necessary repairs to service under the street would be borne by the project sponsor.

E. ALTERNATIVES

Alternatives to the proposed projects include the following:

1. No Project: The sites would remain in their existing conditions with all existing buildings remaining.

2. Only One Project:

   a. Only the proposed Super 8 Hotel would be built, as proposed, with the Clarion Hotel project site remaining in its existing condition.

   b. Only the proposed Clarion Hotel would be built, as proposed, with the Super 8 Hotel project site remaining in its existing condition.

3. Reduced Parking Alternatives: Each project would be built, as proposed, but would include only Code required off-street parking.

4. Different Use Alternatives: There would be five variants for this alternative, consisting of:

   a. Variant 1: Super 8 Hotel site built as retail/office uses; Clarion Hotel as proposed.

b. Variant 2: Super 8 Hotel site built as retail/housing uses; Clarion Hotel as proposed.

c. Variant 3: Super 8 Hotel as proposed; Clarion Hotel site built as retail/office use.

d. Variant 4: Super 8 Hotel site built as retail/office use; Clarion Hotel site built as retail/office uses.

e. Variant 5: Super 8 Hotel site built as retail/housing use; Clarion Hotel site built as retail/office uses.

5. Historic Preservation Alternative: The Super 8 Hotel would be built as proposed; the Clarion Hotel would be built incorporating preservation of the Musto Building.

These alternatives will be more fully described and analyzed in the EIR.

F. MANDATORY FINDINGS OF SIGNIFICANCE

	Yes	No	Discussed
1. Do the projects have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	___	X	___
2. Do the projects have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	___	X	___
3. Do the projects have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	X	___	___
4. Would the projects cause substantial adverse effects on human beings, either directly or indirectly?	___	X	___
5. Is there a serious public controversy concerning the possible environmental effect of the projects?	___	X	___

G. ON THE BASIS OF THIS INITIAL STUDY

___ I find the proposed projects COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.

___ I find that although the proposed projects could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures, numbers __, in the discussion have been included as part of the proposed projects. A NEGATIVE DECLARATION will be prepared.

_X_ I find that the proposed projects MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Barbara W. Sahm

Barbara W. Sahm
Environmental Review Officer for
Dean L. Macris
Director of Planning

Date: 10/16/86

84166

DISTRIBUTION LIST

STATE AND FEDERAL AGENCIES

California Arch. Site Inventory
Regional Office

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Public Trans. Branch

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Transportation Planning

REGIONAL AGENCIES

Association of Bay Area Governments

Bay Area Air Quality Management
District

CITY AND COUNTY OF SAN FRANCISCO

Bureau of Bldg. Inspection

Mayor's Economic Development Council

Mayor's Office of Community Development

Landmarks Preservation Advisory Board

Public Utilities Commission

Public Utilities Commission
Bureau Services

Public Utilities Commission
Energy Conservation

Recreation & Park Dept.

Bureau of Engineering - Streets and
Highways

Dept. of Public Works -
Mechanical Engineering Division

Department of Public Works
Traffic Engineering Division

San Francisco Fire Dept.

Municipal Railway
Planning Division

San Francisco Port Commission

San Francisco Real Estate Dept.

San Francisco Water Department

MEDIA

Associated Press

KPOO - FM

San Francisco Bay Guardian

San Francisco Business Journal

San Francisco Chronicle

San Francisco Examiner

San Francisco Progress

The Sun Reporter

Tenderloin Times

LIBRARIES

San Francisco Public Library

Cogswell College Library

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Inst. of Govt. Studies

San Francisco State University

Jonsson Library of Govt. Documents
Stanford University

GROUPS & INDIVIDUALS

American Institute of Architects

John Bardis

Alice Suet Yee Barkley

Peter Bass

Bay Area Council

GROUPS & INDIVIDUALS (continued)

Albert Beck

Bendix Environmental Research, Inc.

Tony Blaczek

Bernard Bloesch

Bruce Breitman

Georgia Brittan

Brobeck, Phleger, Harrison

Michael Buck

Dale Carlson

Charter Commercial Brokerage

Chickering & Gregory

Coalition for SF Neighborhoods

Joseph Cortiz

Dan Cressman

Cushman Wakefield (2)

Calvin Dare

Alex Diamondidis

James S. Dielschneider

DKS Associates

RB International Services

Downtown Association

Blayney-Dyett

Environmental Planning & Research

Environmental Science Associates

Farella, Braun & Martel

Fisherman's Wharf Merchant's Association

Suzanne Forman

Friends of the Earth

Heritage

Gensler & Associates

Charles Gill

Goldfarb & Litman

Annette Granucci

Gary Green

Gruen,Gruen+Associates

Peter Healy

Valerie Hersey

Sue Hestor

Tina Hogan

Leonard Iffla

Vincent Ippolito

Kaplan/McLaughlin/Diaz

Paul Kuster, Ramada Inns

Lee & Fan Architects & Planners, Inc.

Carol Lester

Olive Lewis

Marathon U.S. Realties, Inc.

Larry Mansbach

Bruce Marshall

GROUPS & INDIVIDUALS (continued)

Cliff Miller

George Myers & Associates

Louise Nichols

Nob Hill Neighbors

North Beach Neighbors

Daj Oberg

Page, Anderson & Turnbull

Perini Corp.

Pillsbury, Madison & Sutro

Planning Analysis & Dev.

Mrs. G. Bland Platt

Mr. Gene Pollard

Neville Price & Associates

David Prowler

Bruce Raful

Research & Decisions Corp.

Bob Rhine

David Rhoades & Associates

Royal Lepage

Russian Hill Neighbors

SFRG

SF Bldg. & Const. Trades Council

San Francisco Chamber of Commerce

San Francisco Christian School

San Francisco Conv. & Visitors Bureau

San Francisco Ecology Center

San Francisco Labor Council

San Francisco Planning & Urban Research Association

San Francisco Tomorrow

John Sanger - Pettit & Martin

Sedway Cooke Associates

Richard Seeley & Co.

Shartsis Freise & Ginsburg

Sierra Club

Skidmore, Owings & Merrill

Robert Snook

Mark R. Solit

Kenneth T. Sproul

Square One Film & Video

Doug Stevens

Robert S. Tandler

Telegraph Hill Dwellers

Telegraph Hill Neighborhood

Telegraph Hill Survival Association

Rod Teter

Timothy Tosta, Tosta & Browning Law Corp.

Jerry Tone

Jon Twichell Associates

Ted Van Egri

Kathy Van Velsor

Stephen Weicker

Calvin Welch

Eunice Willette

Whisler-Patri

Bethea Wilson & Associates

ADJACENT PROPERTY OWNERS

(Super 8 Hotel)

Ramier Investment Co.
c/o Cost Plus

Cost Plus Inc.

Barbara C. Baer

Cypress Inc.

Bernard P. Bloesch

Perry Violet, Mildred Grandlund

Colwell Mortgage Trust Land
c/o Sheraton Fisherman's Wharf

SF Bay Area Longshoreman's Assn.

John Hancock Mutual Life Ins. Co.
c/o North Point Investors

(Clarion)

SF Bay Area Longshoreman's Assn.

Southern Pacific Transportation Co.

Harrigan Weidenmuller
c/o James Fowler

Hubert & Hilda Tsang
c/o Cathay Realty

Ramada Hotel Operating Co.
c/o G. Heninger - Dept. Appraisals

Richard Simpson

Terner Foundation - Property Taxes
c/o Union Oil Co. of Calif.

San Francisco Housing Authority

TABLE B-1: PASSENGER LEVELS OF SERVICE ON BUS TRANSIT

Level of Service	Description	Passengers per Seat
A	Level of Service A describes a condition of excellent passenger comfort. Passenger loadings are low with less than half the seats filled. There is little or no restriction on passenger maneuverability. Passenger loading times do not affect scheduled operation.	0.00-0.50
B	Level of Service B is in the range of passenger comfort with moderate passenger loadings. Passengers still have reasonable freedom of movement on the transit vehicle. Passenger loading times do not affect scheduled operations.	0.51-0.75
C	Level of Service C is still in the zone of passenger comfort, but loadings approach seated capacity and passenger maneuverability on the transit vehicle is beginning to be restricted. Relatively satisfactory operating schedules are still obtained as passenger loading times are not excessive.	0.76-1.00
D	Level of Service D approaches uncomfortable passenger conditions with tolerable numbers of standees. Passengers have restricted freedom to move about on the transit vehicle. Conditions can be tolerated for short periods of time. Passenger loadings begin to affect schedule adherence as the restricted freedom of movement for passengers requires longer loading times.	1.01-1.25
E	Level of Service E passenger loadings approach manufacturers' recommended maximums and passenger comfort is at low levels. Freedom to move about is substantially diminished. Passenger loading times increase as mobility of passengers on the transit vehicle decreases. Scheduled operation is difficult to maintain at this level. Bunching of buses tends to occur which can rapidly cause operations to deteriorate.	1.26-1.50
F	Level of Service F describes crush loadings. Passenger comfort and maneuverability is extremely poor. Crush loadings lead to deterioration of scheduled operations through substantially increased loading times.	1.51-1.60

SOURCE: Environmental Science Associates, Inc. from information in the Interim Materials on Highway Capacity, Transportation Research Circular 212, pp. 73-113, Transportation Research Board, 1980.

K INGLESIDE - VAN NESS STATION
Wednesday, September 9, 1981 - 8:00 A.M. - Inbound

N JUDAH - VAN NESS STATION
Wednesday, September 16, 1981 - 5:00 P.M. Outbound

38 GEARY - VAN NESS AVE. AND O'FARRELL ST.
Wednesday, October 21, 1981 9:00 A.M. - Inbound

38 GEARY - VAN NESS AVE. AND GEARY BLVD.
Wednesday, October 21, 1981 - 4:20 P.M. - Outbound

FIGURE B-1
PHOTOS OF PEAK MUNI LOADING CONDITIONS

SOURCE: ESA

M OCEAN VIEW - CIVIC CENTER STATION
Wednesday, September 9, 1981 - 8:20 A.M. - Inbound

L TARAVAL - VAN NESS STATION
Wednesday, September 16, 1981 - 4:50 P.M. - Outbound

14 MISSION - MISSION STREET AND SOUTH VAN NESS AVE.
Tuesday, September 29, 1981 - 5:45 P.M. - Outbound

N JUDAH - DUBOCE AND CHURCH
Wednesday, June 8, 1983 - 8:00 A.M. Inbound

SOURCE: ESA

FIGURE B-1 (CONTINUED):
PHOTOS OF PEAK MUNI LOADING CONDITIONS

30X MARINA EXPRESS - BAYSHORE AVE. AND ARIETA AVE.
Wednesday, October 7, 1981 - 8:00 A.M. - Inbound

J CHURCH - CHURCH ST. AND DUBOCE AVE.
Tuesday, September 29, 1981 - 9:00 A.M. - Inbound

SOURCE: ESA

FIGURE B-1 (CONTINUED):
PHOTOS OF PEAK MUNI LOADING CONDITIONS

PEDESTRIAN ANALYSIS

The pedestrian analysis has been conducted following methods developed by Pushkarev and Zupan in Urban Space for Pedestrians (MIT Press, 1975). Table B-2 shows the relationship between pedestrian flow rates and the flow regimes (categories) used to describe levels of operation. Figure B-2 shows photographs of pedestrian conditions that correspond to the flow regimes.

TABLE B-2: PEDESTRIAN FLOW REGIMEN

FLOW REGIME/a/	CHOICE	CONFLICTS	FLOW RATE (p/f/m)/b/
Open	Free Selection	None	less than 0.5
Unimpeded	Some Selection	Minor	0.5 to 2.0
Impeded	Some Selection	High Indirect Interaction	2.1 to 6.0
Constrained	Some Restriction	Multiple	6.1 to 10.0
Crowded	Restricted	High Probability	10.1 to 14.0
	Design Limit - Upper Limit of Desirable Flow		
Congested	All Reduced	Frequent	14.1 to 18.0
Jammed	Shuffle Only	Unavoidable	Not applicable/c/

/a/ Photographs of these conditions are shown in Figure C-2.
/b/ P/F/M = Pedestrians per foot of effective sidewalk width per minute.
/c/ For Jammed Flow, the (attempted) flow rate degrades to zero at complete breakdown.

SOURCE: Urban Space for Pedestrians, MIT Press, 1975, Cambridge, MA.

The borderline between IMPEDED and UNIMPEDED FLOW, with about 130 sq ft (12 m^2) per person, or a flow rate of about 2 people per min per ft (6.5 per m) of walkway width. Individuals as well as couples visible in this view have a choice of speed and direction of movement. This rate of flow is recommended for design of outdoor walkways in office districts and other less dense parts of downtown areas.

The uneven nature of UNIMPEDED FLOW. While the people walking in the plaza—which is 17 ft (5.2 m) wide, compared to 23 ft (7 m) in the preceding picture—have almost 130 sq ft (12 m^2) per person on the average, the space allocation for the eight individuals in the foreground is closer to 70 sq ft (6.4 m^2). Thus, indirect interaction with others is still quite frequent in the upper range of UNIMPEDED FLOW.

The midpoint of the IMPEDED FLOW range, with about 75 sq ft (6.9 m^2) per person, or a flow rate of about 4 people per min per ft (13 per m) of walkway width. Physical conflicts are absent, but pedestrian navigation does require constant indirect interaction with others. This rate of flow is recommended as an upper limit for the design of outdoor walkways in shopping districts and other dense parts of downtown areas.

Lower range of UNIMPEDED movement, approaching OPEN FLOW. About 350 sq ft (32.2 m^2) per person, or a flow rate of less than 1 person per min per ft (3.3 per m) of walkway width. Complete freedom to select the speed and direction of movement; individuals behave quite independently of each other. For a design standard based solely on pedestrian density, this amount of space can be considered excessive.

FIGURE B-2
PHOTOS OF PEDESTRIAN FLOW LEVELS

SOURCE: Pushkarev and Zupan

JAMMED FLOW. Space per pedestrian in this view is about 3.8 sq ft (0.35 m^2). This is representative of the lower half of the speed-flow curve, where only shuffling movement is possible and even the extremely uncomfortable maximum flow rate of 25 people per min per ft (82 per m) of walkway width cannot be attained due to lack of space. Photograph by Louis B. Schlivek.

The threshold of CONGESTED FLOW. The first eleven people in the view have about 16 sq ft (1.5 m^2) per person, corresponding to a flow rate of about 15 people per min per ft (49 per m) of walkway width. The beginnings of congestion are evident in bodily conflicts affecting at least three of the walkers, and in blocked opportunities for walking at a normal pace.

The onset of CROWDED FLOW, with an average of about 24 sq ft (2.2 m^2) per person, or a flow rate of about 10 people per min per ft (33 per m) of walkway width. Choice of speed is partially restricted, the probability of conflicts is fairly high, passing is difficult. Voluntary groups of two, of which two can be seen in the picture, are maintained, but cause interference. Note also some overflow into the vehicular roadway in the background.

The midpoint of the CONSTRAINED FLOW range, with about 30 sq ft (2.8 m^2) per person, or a flow rate of about 8 people per min per ft (26 per m) of walkway width. The choice of speed is occasionally restricted, crossing and passing movements are possible, but with interference and with the likelihood of conflicts. The man in the dark suit seems to be able to cross in front of the two women in the foreground quite freely, but in the background near the curb people are having difficulty with passing maneuvers.

FIGURE B-2 (CONTINUED):
PHOTOS OF PEDESTRIAN FLOW LEVELS

SOURCE: Pushkarev and Zupan

INTERSECTION ANALYSIS

The capacity analysis of each intersection at which a turning movement count was made utilized the "critical lane" method. This method of capacity calculation is a summation of maximum conflicting approach lane volumes that gives the capacity of an intersection in vehicles per hour per lane. (This method is explained in detail in an article entitled "Intersection Capacity Measurement Through Critical Movement Summations: A Planning Tool," by Henry B. McInerney and Stephen G. Peterson, January 1971, Traffic Engineering. This method is also explained in "Interim Materials on Highway Capacity", Transportation Research Circular No. 212, Transportation Research Board, January 1980). The maximum service volume for Level of Service E was assumed as intersection capacity. A service volume is the maximum number of vehicles that can pass an intersection during a specified time period in which operating conditions are maintained corresponding to the selected and specified Level of Service (see Table C-3). For each intersection analyzed, the existing peak-hour volume was computed and a volume-to-capacity (v/c) ratio was calculated by dividing the existing volume by the capacity at Level of Service E.

TABLE C-3: VEHICULAR LEVELS OF SERVICE AT SIGNALIZED INTERSECTIONS

Level of Service	Description	Volume/Capacity (v/c) Ratio/a/
A	Level of Service A describes a condition where the approach to an intersection appears quite open and turning movements are made easily. Little or no delay is experienced. No vehicles wait longer than one red traffic signal indication. The traffic operation can generally be described as excellent.	less than 0.60
B	Level of Service B describes a condition where the approach to an intersection is occasionally fully utilized and some delays may be encountered. Many drivers begin to feel somewhat restricted within groups of vehicles. The traffic operation can generally be described as very good.	0.61-0.70
C	Level of Service C describes a condition where the approach to an intersection is often fully utilized and back-ups may occur behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so. The driver occasionally may have to wait more than one red traffic signal indication. The traffic operation can generally be described as good.	0.71-0.80
D	Level of Service D describes a condition of increasing restriction causing substantial delays and queues of vehicles on approaches to the intersection during short times within the peak period. However, there are enough signal cycles with lower demand such that queues are periodically cleared, thus preventing excessive back-ups. The traffic operation can generally be described as fair.	0.81-0.90
E	Capacity occurs at Level of Service E. It represents the most vehicles that any particular intersection can accommodate. At capacity there may be long queues of vehicles waiting up-stream of the intersection and vehicles may be delayed up to several signal cycles. The traffic operation can generally be described as poor.	0.91-1.00
F	Level of Service F represents a jammed condition. Back-ups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the approach under consideration. Hence, volumes of vehicles passing through the intersection vary from signal cycle to signal cycle. Because of the jammed condition, this volume would be less than capacity.	1.01+

/a/ Capacity is defined as Level of Service E.

SOURCE: San Francisco Department of Public Works, Traffic Division, Bureau of Engineering from Highway Capacity Manual, Highway Research Board, 1965

TABLE B-4: TRAFFIC LEVELS OF SERVICE FOR FREEWAYS

Level of Service	Description	Volume/Capacity (v/c) Ratio/a/
A	Level of Service A describes a condition of free flow, with low volumes and high speeds. Traffic density is low, with speeds controlled by driver desires, speed limits, and physical roadway conditions. There is little or no restriction in maneuverability due to the presence of other vehicles, and drivers can maintain their desired speeds with little or no delay.	0.00-0.60
B	Level of Service B is in the higher speed range of stable flow, with operating speeds beginning to be restricted somewhat by traffic conditions. Drivers still have reasonable freedom to select their speed and lane of operation. Reductions in speed are not unreasonable, with a low probability of traffic flow being restricted.	0.61-0.70
C	Level of Service C is still in the zone of stable flow, but speeds and maneuverability are more closely controlled by the highervolumes. Most of the drivers are restricted in their freedom to select their own speed, change lanes, or pass. A relatively satisfactory operating speed is still obtained.	0.71-0.80
D	Level of Service D approaches unstable flow, with tolerable operating speeds being maintained though considerably affected by changes in operating conditions. Fluctuations in volume and temporary restrictions to flow may cause substantial drops in operating speeds. Drivers have little freedom to maneuver, and comfort and convenience are low, but conditions can be tolerated for short periods of time.	0.81-0.90
E	Level of Service E cannot be described by speed alone, but represents operations at even lower operating speeds (typically about 30 to 35 mph) than in Level D, with volumes at or near the capacity of the highway. Flow is unstable, and there may be stoppages of momentary duration.	0.91-1.00
F	Level of Service F describes forced flow operation at low speeds (less than 30 mph), in which the freeway acts as storage for queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially and stoppages may occur for short or long periods of time because of downstream congestion. In the extreme, both speed and volume can drop to zero.	1.00-

/a/ Capacity is defined as Level of Service E.

SOURCE: Environmental Science Associates, Inc. from information in the Highway Capacity Manual, Special Report 87, Highway Research Board, 1965.

TOTAL VOLUMES BY TURNING MOVEMENT

INTERSECTION	V/C	NORTHBOUND LEFT	NORTHBOUND THRU	NORTHBOUND RIGHT	SOUTHBOUND LEFT	SOUTHBOUND THRU	SOUTHBOUND RIGHT	EASTBOUND LEFT	EASTBOUND THRU	EASTBOUND RIGHT	WESTBOUND LEFT	WESTBOUND THRU	WESTBOUND RIGHT
1 HYDE STREET & JEFFERSON ST	0.50 A	0	0	0	0	0	0	0	0	47	243	43	0
2 LEAVENWORTH ST & JEFFERSON ST	0.44 A	117	19	0	0	30	5	0	0	0	86	286	7
3 TAYLOR STREET & JEFFERSON ST	0.63 B	0	0	0	0	164	29	0	0	0	115	444	0
5 POWELL STREET & JEFFERSON ST	0.60 B	135	47	172	0	0	0	0	0	0	97	416	57
6 HYDE STREET & BEACH STREET	0.60 B	12	0	65	129	105	147	0	188	65	30	178	0
8 LEAVENWORTH ST & BEACH STREET	0.43 A	13	59	45	54	67	21	54	239	12	54	150	10
9 TAYLOR STREET & BEACH STREET	0.48 A	0	0	0	108	171	27	0	332	34	30	132	0
10 VAN NESS AVENUE & NORTH POINT ST	0.70 C	10	36	377	16	71	0	0	0	0	741	0	43
11 POLK STREET & NORTH POINT ST	0.63 B	26	75	43	20	102	210	57	218	15	80	640	19
12 HYDE STREET & NORTH POINT ST	0.58 A	6	27	19	56	43	54	54	143	97	15	718	13
13 LEAVENWORTH ST & NORTH POINT ST	0.65 B	174	118	31	9	110	101	41	174	58	44	518	43
14 TAYLOR STREET & NORTH POINT ST	0.49 A	0	0	0	21	132	34	0	207	37	17	477	0
15 MASON STREET & NORTH POINT ST	0.48 A	55	95	79	18	70	16	32	188	30	16	398	0
16 THE EMBARCADERO & NORTH POINT ST	0.68 B	141	485	0	0	375	21	28	266	29	13	22	23
17 FRANKLIN STREET & BAY STREET	0.85 D	236	37	124	20	17	55	29	791	34	61	2170	36
18 VAN NESS AVE & BAY STREET	0.69 B	154	208	158	0	302	512	0	682	105	34	1675	27
19 POLK STREET & BAY STREET	0.62 B	36	108	71	11	181	41	17	755	117	56	1638	26
20 LARKIN STREET & BAY STREET	0.63 B	1	0	0	12	0	27	75	886	6	0	1761	15
21 HYDE STREET & BAY STREET	0.63 B	2	32	12	7	99	44	25	922	22	35	1692	19
22 LEAVENWORTH ST & BAY STREET	0.57 A	49	47	32	4	41	15	0	831	31	0	1712	12
23 COLUMBUS AVENUE & BAY STREET	0.92 E	568	185	13	18	182	24	39	574	196	14	1343	147
24 TAYLOR STREET & BAY STREET	0.50 A	0	0	0	72	0	100	0	622	0	0	1407	0
25 MASON STREET & BAY STREET	0.67 B	28	59	49	19	111	46	111	649	70	30	1332	59
26 POWELL STREET & BAY STREET	0.65 B	24	61	42	32	45	32	56	499	66	11	1220	44
27 STOCKTON STREET & BAY STREET	0.65 B	25	65	68	9	31	18	27	515	34	45	1207	83
28 THE EMBARCADERO & BAY STREET	0.87 D	1299	746	0	0	616	12	0	0	525	0	0	0

TOTAL VOLUMES BY TURNING MOVEMENT

INTERSECTION	V/C	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
		LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	LEFT	THRU	RIGHT
1 HYDE STREET & JEFFERSON ST	0.68 B	0	0	0	0	0	0	0	0	89	503	98	0
2 LEAVENWORTH ST & JEFFERSON ST	0.50 A	120	21	0	0	27	10	0	0	0	123	436	6
3 TAYLOR STREET & JEFFERSON ST	0.76 C	0	0	0	0	201	65	0	0	0	144	597	0
5 POWELL STREET & JEFFERSON ST	0.60 B	162	52	315	0	0	0	0	0	0	148	511	75
6 HYDE STREET & BEACH STREET	0.84 D	7	0	66	183	190	243	0	318	57	25	205	0
8 LEAVENWORTH ST & BEACH STREET	0.43 A	14	66	54	69	72	12	63	312	46	69	167	25
9 TAYLOR STREET & BEACH STREET	0.56 A	0	0	0	98	263	29	0	349	94	68	220	0
10 VAN NESS AVENUE & NORTH POINT ST	0.70 C	23	102	348	51	115	0	0	0	0	673	0	49
14 TAYLOR STREET & NORTH POINT ST	0.61 B	0	0	0	99	244	70	0	358	87	75	246	0
15 MASON STREET & NORTH POINT ST	0.50 A	108	153	94	39	129	30	53	218	49	28	133	15
16 THE EMBARCADERO & NORTH POINT ST	0.73 C	98	727	0	0	560	47	38	368	44	5	44	23
18 VAN NESS AVE & BAY STREET	0.95 E	99	369	155	6	402	381	65	1052	200	167	951	32
23 COLUMBUS AVENUE & BAY STREET	0.93 E	335	233	15	40	251	23	58	731	196	87	663	107
28 THE EMBARCADERO & BAY STREET	0.72 C	496	785	0	0	930	20	0	0	602	0	0	0

DKS Associates

NORTHERN WATERFRONT STUDY
Pedestrian Counts
Weekday March 26, 1986

Beach: Between Hyde + Larkin NORTH				Beach: Between LARKIN + HYDE SOUTH		
2:30	98			2:20	35	
2:35	90			2:25	41	
2:40	123	Pk. 15 min.		2:30	38	
2:45	118	(349)		2:35	36	
2:50	108			2:40	43	Pk. 15 min
2:55	86			2:45	38	(138)
				2:50	57	
Bay + Taylor: X walk East				Bay/Taylor X walk West		
12:50	60	Pk. 15 min		1:20	40	
12:55	65	(167)		1:25	47	
1:00	42			1:30	34	Pk. 15 min
1:05	44			1:35	50	(139)
1:10	34			1:40	55	
1:15	59			1:45	31	
1:20	38					
Bay/Taylor: X walk North						
1:50	12					
1:55	8					
2:00	6					
2:05	9	Pk. 15 min				
2:10	4	(29)				
2:15	16					

DKS Associates

NORTHERN WATERFRONT STUDY

Pedestrian Counts
Weekday March 26, 1986

EAST TAYLOR: Between JEFFERSON + BEACH				WEST TAYLOR: Bwn JEFFERSON + BEACH		
2:25	60			1:50	88	
2:30	77			1:55	53	
2:35	98			2:00	79	
2:40	96			2:05	58	
2:45	90	Pk. 15 min		2:10	101	Pk. 15 min
2:50	98	(313)		2:15	73	(259)
2:55	125			2:20	85	
WEST JEFFERSON/POWELL: XWALK				SOUTH JEFF/POWELL: XWALK		
1:05	101	Pk 15 min		1:05	24	
1:10	47	(226)		1:10	27	Pk. 15 min
1:15	78			1:15	36	(113)
1:20	54			1:20	50	
125	66			1:25	6	
1:30	50			1:30	22	
1:35	107			1:35	14	
EAST JEFFERSON/POWELL: XWALK						
1:05	14					
1:10	18					
1:15	54					
1:20	58	Pk 15 min				
1:25	23	(137)				
1:30	56					
1:35	46					

DKS Associates

NORTHERN WATERFRONT STUDY

Pedestrian Counts
Weekday March 26, 1986

NORTH TAYLOR/N. POINT X WALK				SOUTH TAYLOR/N. POINT X WALK		
2:25	20			3:00	7	
2:30	33	Pk. 15 min		3:05	5	
2:35	22	(83)		3:10	18	
2:40	28			3:15	21	
2:45	27			3:20	12	Pk 15 min
2:50	21			3:25	16	(52)
2:55	29			3:30	24	
EAST TAYLOR/N. POINT: X WALK				WEST TAYLOR/N. POINT: X WALK		
2:25	107	Pk. 15 min		3:00	53	
2:30	109	(303)		3:05	45	
2:35	87			3:10	49	
2:40	114			3:15	72	
2:45	93			3:20	52	Pk 15 min
2:50	92			3:25	55	(199)
2:55	72			3:30	82	
SOUTH OF JEFFERSON: BTWN TAYLOR + MASON						
1:50	153					
1:55	187					
2:00	184					
2:05	122					
2:10	105	Pk 15 min				
2:15	169	(558)				
2:20	284					

Jefferson. Between Mason and Taylor				Hyde: Between Jefferson and Beach		
3:15	248			4:40	62	
3:20	241			4:45	89	
3:25	290			4:50	107	Peak 15 Min.
3:30	263	Peak 15 Min.		4:55	105	313
3:35	313	926		5:00	101	
3:40	350			5:05	107	
Jefferson: Between Taylor & Jones				Taylor: Between Embarcadero & Jefferson		
3:55	153			3:15	220	Peak 15 Min.
4:00	269	Peak 15 Min		3:20	261	745
4:05	187	611		3:25	264	
4:10	155			3:30	136	
4:15	213			3:35	146	
4:20	148			3:40	168	
Jefferson. Between Jones & Leavenworth				Taylor: Between NorthPoint and Bay East Sidewalk		
3:55	259			1:10	117	Peak 15 Min.
4:00	253			1:15	25	180
4:05	321	Peak 15 Min.		1:20	38	
4:10	179	888		1:25	44	
4:15	388			1:30	83	
4:20	215			1:35	25	
Beach: Between Larkin & Polk				Taylor: NorthPoint & Bay West Sidewalk		
4:40	47	Peak 15 Min		1:10	48	
4:45	44	126		1:15	23	
4:50	35			1:20	29	Peak 15 Min.
4:55	26			1:25	44	132
5:00	27			1:30	59	
5.05	30			1:35	27	

Embarcadero: West of Pier 39						
2:35	492					
2:40	339					
2:45	385					
2:50	448	Peak 15 Min				
2:55	482	1368				
3:00	438					

Pedestrian Counts
Weekend March 29, 1986

North Point/Taylor North X Walk				North Point/Taylor East X Walk		
1:45	21			1:45	75	
1:50	19			1:50	99	
1:55	65	Peak 15 Min.		1:55	139	Peak 15 Min
2:00	31	119		2:00	83	352
2:05	23			2:05	130	
2:10	18			2:10	81	
North Point/Taylor	South X Walk			North Point/Taylor	West X Walk	
1:45	19			1:45	75	
1:50	9			1:50	16	
1:55	35	Peak 15 Min.		1:55	120	Peak 15 Min
2:00	16	80		2:00	44	231
2:05	29			2:05	67	
2:10	9			2:10	42	
Bay & Taylor North X Walk				Bay & Taylor	East X Walk	
12:25	6			12:25	27	
12:30	9			12:30	120	Peak 15 Min.
12:35	7			12:35	35	205
12:40	17	Peak 15 Min.		12:40	50	
12:45	17	53		12:45	97	
12:50	19			12:50	17	
Bay & Taylor West X Walk						
12:25	24					
12:30	24					
12:35	34	Peak 15 Min.				
12:40	37	117				
12:45	46					
12:50	32					

APPENDIX C

AIR QUALITY

SAN FRANCISCO AIR POLLUTANT SUMMARY 1982-1985[1]

Pollutant	Federal Standard[2]	State Standard[3]	1982	1983	1984	1985
Carbon Monoxide (CO)						
1-hour average (ppm)	35	20				
Highest hourly average			12.0	7.0	11.0	10.0
No. of exceedances			0	0	0	0
8-hour average (ppm)	9	9				
Highest 8-hour average			9.1	5.1	7.7	7.1
No. of exceedances			1	0	0	0
Ozone (0_3)						
1-hour average (ppm)	.12[4]	.10				
Highest hourly average			0.08	0.13	0.10	0.09
No. of exceedances			0	1	1	0
Nitrogen Dioxide (NO_2)						
1-hour average (ppm)	None	.25				
Highest hourly average			0.13	0.13	0.14	0.18
No. of exceedances			0	0	0	0
Sulphur Dioxide ($S0_2$)						
24-hour average (ppm)	.14	.05				
Highest 24-hour average			0.012	0.018	0.03	0.07
No. of exceedances			0	0	0	0
Total Suspended Particulate (TSP)						
24-hour average (ug/m^3)	260	100				
Highest 24-hour average			126	117	152	158
No. of exceedances			3	4	5	5

SAN FRANCISCO AIR POLLUTANT SUMMARY 1982-1985[1]

Pollutant	Federal Standard[2]	State Standard[3]	1982	1983	1984	1985
Annual Geometric Mean (ug/m3)[5]	75	60				
Annual Geometric Mean			57.0	55.0	60.0	62.0
Annual Exceedances			No	No	**Yes**	**Yes**
Lead						
3-month Average (mg/m3)	1.5	None				
Highest 3-month average			0.7	0.4	0.7	0.3
No. of exceedances			0	0	0	0
1-month Average (mg/m3)	None	1.5	0	0	0	0
No. of exceedances	---	---	0	0	0	0

[1]1982-85 data collected at 900 23rd Street.

[2]Federal standard is not to be exceeded more than once per year. Annual average standards are not to be exceeded.

[3]State standards are not to be equaled or exceeded, except for CO standards, which are not to be exceeded.

[4]The federal standard is given in terms of Expected Annual Excesses which is based on a 3-year running average.

[5]The annual Geometric Mean is a single number which applies to an entire year of data. "No" indicates TSP concentrations did not exceed 60 (ug/m3).

Note: ppm = parts per million
ug/mg3 = micrograms per cubic meter
mg/m3 = milligrams per cubic meter

Source: BAAMQD, Air Pollution in the Bay Area by Station and Contaminant, March issues, 1982-1984; and California Air Resources Board, California Air Quality Data, Annual Summaries, 1982-1985.

APPENDIX D

FUNDAMENTAL CONCEPTS OF ENVIRONMENTAL NOISE

This section provides background information to aid in understanding the technical aspects of this report.

Three dimensions of environmental noise are important in determining subjective response. These are:

a. the intensity or level of the sound

b. the frequency spectrum of the sound

c. the time-varying character of the sound

Airborne sound is a rapid fluctuation of air pressure above and below atmospheric pressure. Sound levels are usually measured and expressed in decibels (dB), with 0 dB corresponding roughly to the threshold of hearing.

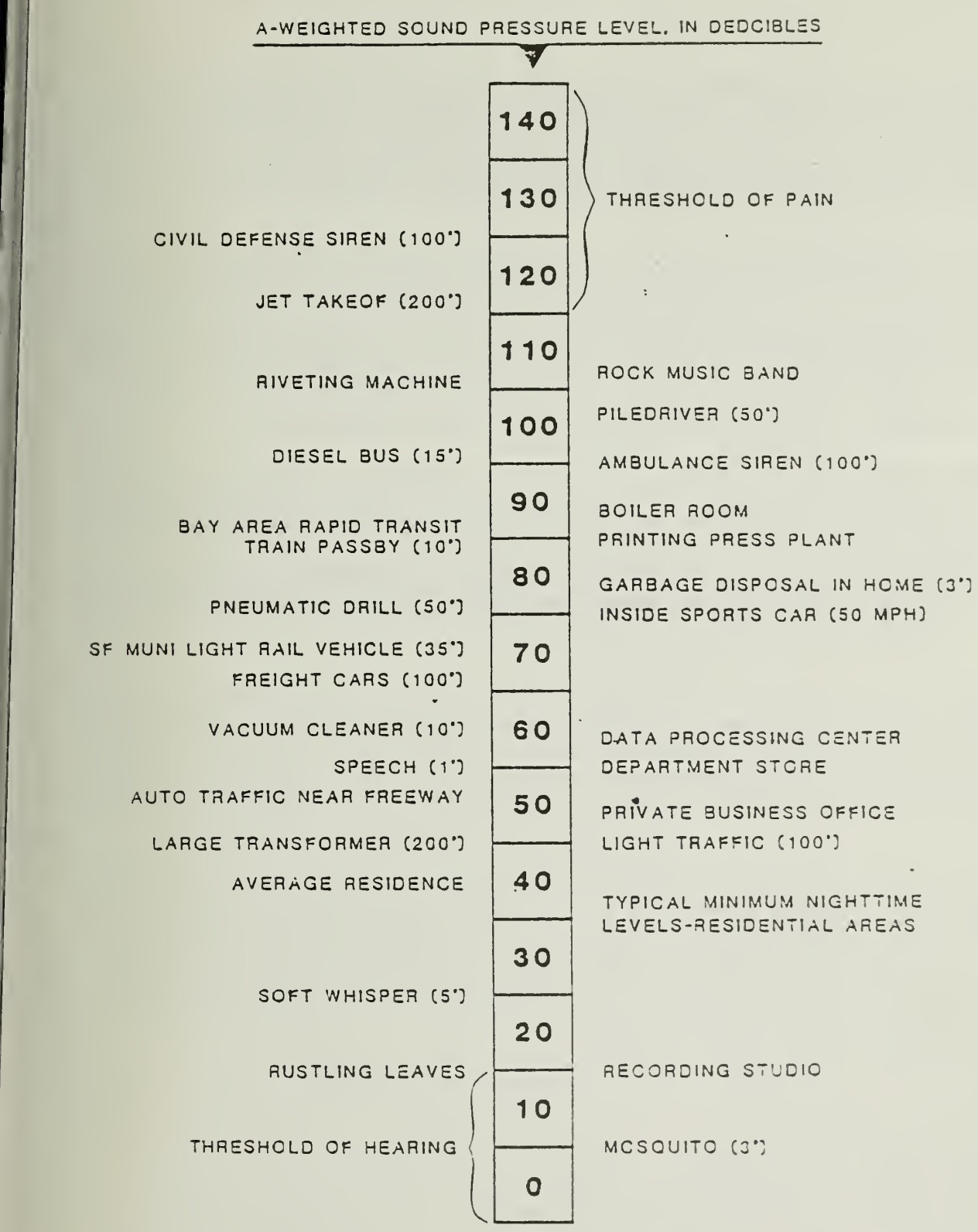
The "frequency" of a sound refers to the number of complete pressure fluctuations per second in the sound. The unit of measurement is the cycle per second (cps) or Hertz (Hz). Most of the sounds which we hear in the environment do not consist of a single frequency, but of a broad band of frequencies, differing in level. The quantitative expression of the frequency and level content of a sound is its sound spectrum. A sound spectrum for engineering purposes is typically described in terms of octave bands which separate the audible frequency range (for human beings, from about 20 to 20,000 Hz) into ten segments.

Many rating methods have been devised to permit comparisons of sounds having quite different spectra. Fortunately, the simplest method correlates with human response practically as well as the more complex methods. This method consists of evaluating all of the frequencies of a sound in accordance with a weighting that progressively and severely deemphasizes the importance of frequency components below 1000 Hz, with mild deemphasis above 5000 Hz. This type of frequency weighting reflects the fact that human hearing is less sensitive at low frequencies and extreme high frequencies than in the frequency midrange.

The weighting curve described above is called "A" weighting, and the level so measured is called the "A-weighted sound level," or simply "A-level."

The A-level in decibels is expressed "dBA"; the appended letter "A" is a reminder of the particular kind of weighting used for the measurement. In practice, the A-level of a sound source is conveniently measured using a sound level meter that includes an electrical filter corresponding to the A-weighting curve. All U.S. and international standard sound level meters include such a filter. Typical A-levels measured in the environment and in industry are shown in Figure 1.

Although the A-level may adequately describe environmental noise at any instant in time, the fact is that the community noise level varies continuously. Most environmental noise includes a conglomeration of distant noise souces which create a relatively steady background noise in which no particular source is identifiable. These distant sources may



TYPICAL SOUND LEVELS MEASURED IN THE ENVIRONMENT AND INDUSTRY

include traffic, wind in trees, industrial activities, etc. These noise sources are relatively constant from moment to moment, but vary slowly from hour to hour as natural forces change or as human activity follows its daily cycle. Superimposed on this slowly varying background is a succession of identifiable noisy events of brief duration. These may include nearby activities or single vehicle passages, aircraft flyovers, etc., which cause the environmental noise level to vary from instant to instant.

To describe the time-varying character of environmental noise, the statistical noise descriptors L10, L50, and L90 are commonly used. The L10 is the A-weighted sound level equaled or exceeded during 10 percent of a stated time period. The L10 is considered a good measure of the "average peak" noise. The L50 is the A-weighted sound level that is equaled or exceeded 50 percent of a stated time period. The L50 represents the median sound level. The L90 is the A-weighted sound level equaled or exceeded during 90 percent of a stated time period. The L90 is used to describe the background noise.

As it is often cumbersome to describe the noise environment with these statistical descriptors, a single number descriptor called the Leq is also widely used. The Leq is defined as the equivalent steady-state sound level which in a stated period of time would contain the same acoustic energy as the time-varying sound level during the same time period. The Leq is particularly useful in describing the subjective change in an environment where the source of noise remains the same but there is change in the level of activity. Widening roads and/or increasing traffic are examples of this kind of situation.

In determining the daily measure of environmental noise, it is important to account for the difference in response of people to daytime and nighttime noises. During the nighttime, exterior background noises are generally lower than the daytime levels. However, most household noise also decreases at night and exterior noises become very noticeable. Further, most people are sleeping at night and are very sensitve to noise intrusion.

To account for human sensitivity to nighttime noise levels a descriptor, Ldn, (day-night equivalent sound level) was developed. The Ldn divides the 24-hour day into the daytime of 7 a.m. to 10 p.m. and the nighttime of 10 p.m. to 7 a.m. The nighttime noise level is weighted 10 dB higher than the daytime noise level. The Ldn, then, is the A-weighted average sound level in decibels during a 24-hour period with 10 dBA added to the hourly Leqs during the nighttime. For highway noise environments the Leq during the peak traffic hour is approximately equal to the Ldn.

The effects of noise on people can be listed in three general categories:

1. subjective effects of annoyance, nuisance, dissatisfaction
2. interference with activities such as speech, sleep, learning
3. physiological effects such as startle, hearing loss

The sound levels associated with environmental noise, in almost every case, produce effects only in the first two categories. Unfortunately, there is as yet no completely satisfactory measure of the subject effects of noise, or of the corresponding reactions of annoyance and dissatisfaction. This is primarily because of the wide variation in individual thresholds of annoyance, and habituation to noise over differing individual past experiences with noise.

ns, an important parameter in determining a person's subjective reaction to a new noise the existing noise environment to which one has adapted: the so-called "ambient" noise. Ambient" is defined as "the all-encompassing noise associated with a given environment, eing a composite of sounds from many sources, near and far." In general, the more a new oise exceeds the previously existing ambient, the less acceptable the new noise will be udged by the hearers.

With regard to increases in noise level, knowledge of the following relationships will be helpful in understanding the quantitative sections of this report:

1. Except in carefully controlled laboratory experiments, a change of only 1 dBA cannot be perceived.

2. Outside of the laboratory, a 3-dBA change is considered a just-noticeable difference.

3. A change in level of at least 5 dBA is required before any noticeable change in community response would be expected.

4. A 10-dBA change is subjectively heard as approximately a doubling in loudness, and would almost certainly cause an adverse change in community response.

Source : Charles M. Salter Associates, Inc., December 1982.